

RACE MANAGEMENT POLICIES

(Based on World Sailing Race Management Policies, January 2024)

Please note that these policies are guidelines to the Race Management Team. Failure to observe these guidelines are not grounds for redress.
You will find in **yellow** the principal differences with standard World Sailing policies.

1. Definitions

- 1.1. **Principal Race Officer** – an **International Race Officer** responsible for the conduct of racing on all course areas at major Hobie Europeans. At other events and if appointed the principal race officer must meet the national requirements.
- 1.2. **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.
- 1.3. **Race Management Team** – the Principal Race Officer, Course Race Officers and all on-the-water volunteers responsible for managing racing.
- 1.4. “Will” means the intentions of the race management team.

2. Times/Timing/Changes in Schedule

- 2.1. Times will be based on GPS time. The starting sequence will begin at an exact minute -hh:mm:00
- 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 boats 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 coordinated with the different course areas.
- 2.6. 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. The number of races sailed will not become more than one race ahead of schedule and any change will be announced on the day before it is to take effect.

- 2.7. No more than 4 back-to-back races will be sailed per day. Only in exceptional conditions and/or demanding circumstances and with the approval of the class representative, up to 5 back-to-back races can be sailed per day.

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 policies. 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 for the five-minute period prior to the warning signal at the Signal Boat (and at other places around the course where monitoring equipment allows). This lower limit may be higher if there is strong current in the racing area.
- 3.7. Races will not be started beyond the recommended maximum wind limits, which are:
- | | |
|---------------|--|
| Hobie 16 | average of 25 knots or gusts beyond 28 knots |
| Hobie 14 | average of 22 knots or gusts beyond 25 knots |
| Hobie Dragoon | average of 20 knots or gusts beyond 22 knots |
| Hobie Wildcat | average of 22 knots or gusts beyond 25 knots |
| Hobie Tiger | average of 22 knots or gusts beyond 25 knots |
- These limits should be reduced for youth or women events.
For Hobie 14, if more than 70% stay ashore or decide to not start the new race, races will be postponed until more favorable conditions.
Consideration will also be given to sea state, surf conditions, current, impact of low air temperature and peak wind speeds.
- 3.8. Races will not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters. The fact that the first mark cannot be seen from the starting area is not, in and of itself, a reason to postpone racing.
- 3.9. 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.
- 3.10. When racing back-to-back, the interval between the finish line closure and the new

warning signal for that group will normally not be less than 5 minutes. This may vary according to conditions.

4. Courses

- 4.1. The race management team will attempt to set the longest possible first leg within the constraints of the course area and the target time.
- 4.2. The course length will be laid to give the first boat of each fleet the best chance of achieving the target time.
- 4.3. 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. Hobie standard courses are:

No	Course	Finish	Options for the Race Committee
1	(S) A C A	(F) Downwind	1 G 1 O 1 GO
2	(S) A C A C A	(F) Downwind	2 G 2 O 2 GO
3	(S) A C A B C	(F) Upwind	3 O
4	(S) A C A B C A	(F) Downwind	4 O
5	(S) A C	(F) Upwind	5 G 5 O 5 GO
6	(S) A C A C	(F) Upwind	6 G 6 O 6 GO
7	(S) A C A B C A C	(F) Upwind	7 O
8	(S) A B C A C (S) A1 C A1 C	(F) Downwind reach	8 G 8 O 8 GO 8 G 8 O1 8 GO1
9	(S) A C A C (S) A1 C A1 C	(F) Downwind	9 G 9 O 9 GO 9 G 9 O1 9 GO1
10	(S) A A1 C1 A1 C1 (S) A C A C	(F1) Downwind reach (F) Downwind	10 G1 10 G

S = start, A = weather mark, B = reaching mark, C = leeward mark, G = gate, F = finish, O = offset mark is used.

'B' MARK LOCATION: The Race Committee will endeavor to locate 'B' Mark, the reaching mark, at either the windward or leeward end of the course approximately 90 degrees abeam of the windward mark.

4.5. Course-length guidelines

Target time 35 - 40 minutes for fastest boat. (Target time may be reduced to 30-35 min. under special circumstances and with the approval of the class representative)

Hobie Cat 14 - Dragoon			
<i>Wind speed (kts)</i>	<i>Course length (NM)</i>	<i>Leg length (NM) when using</i>	<i>IHCA Course #</i>
10	2.0	0.5	1 GO (conf. A)
15	2.8	0.7	1 GO (conf. A)
20	3.6	0.9	1 GO (conf. A)

Hobie Cat 16			
<i>Wind speed (kts)</i>	<i>Course length (NM)</i>	<i>Leg length (NM) when using</i>	<i>IHCA Course #</i>
10	3.2	0.8	1 GO (conf. A)
15	4.4	1.1	1 GO (conf. A)
20	5.2	1.3	1 GO (conf. A)

Hobie Cat 16 SPI			
<i>Wind speed (kts)</i>	<i>Course length (NM)</i>	<i>Leg length (NM) when using</i>	<i>IHCA Course #</i>
10	3.7	0.93	1 GO (conf. A)
15	5.1	1.27	1 GO (conf. A)
20	6.0	1.50	1 GO (conf. A)

Hobie Cat TIGER & FX-One/2			
<i>Wind speed (kts)</i>	<i>Course length (NM)</i>	<i>Leg length (NM) when using</i>	<i>IHCA Course #</i>
10	4.2	1.25	1 GO (conf. A)
15	5.7	1.43	1 GO (conf. A)
20	6.7	1.68	1 GO (conf. A)

5. Starting Line

- 5.1. Windward starting lines will generally be laid square to the median sailing wind. Current, favored 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 0.10 nm above the starting line.
- 5.3. Here you can find a guide to the length of the starting line for fleet races. A larger multiplier may be used in strong winds or heavy seas.

Starting line length = number of boats x boat length x 1.7.

6. Sighting the Line/Timing/Signaling/Recording

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

- 6.2. 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 boats getting close to the line, bunching, etc.).
- 6.3. If tapes are used, they will be 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.
- 6.4. Competitors who have been scored 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.
- 6.5. The race management team will not permit a race to continue if it believes that unidentified boats were over early.
- 6.6. Except after a black flag general recall (when the requirements of RRS 30.4 will be met), sail number of boats recorded as UFD or BFD will be posted on the start boat after boats 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.

7. Postponing a Race during the Starting Procedure

- 7.1. 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 boats 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.
- 7.2. 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,
 - (g) other factors that might affect the fairness of the race.
- 7.3. 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.
- 7.4. 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.

8. Recalls

- 8.1. When the race management team is not satisfied that all boats over early (or that have broken RRS 30.3 or 30.4) have been identified, a General Recall will be signaled.
- 8.2. 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.

- 8.3. 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 signaled immediately. If the race management team is satisfied that the starting line was fair then the next start will use RRS 30.4.

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

- 9.1. Flag I (RRS 30.1) and Flag Z (RRS 30.2) will not be used.
- 9.2. Flag U will be used for the first attempt, RRS 30.4 should be avoided for the first start
- 9.3. 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.
- 9.4. If the race management team is satisfied that a General Recall was not the result of the starting line, it will use black flag for each subsequent attempt.
- 9.5. 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 boats themselves, or rapid oscillations of the wind, and not by actions of the race management team.
- 9.6. The race management team will make every effort to signal a postponement in the event of any problems with the starting line.

10. Decisions on whether to continue to race.

The Race Committee will use the following guidelines.

- 10.1. Lower wind strength.
A race will only be abandoned for lack of wind using the criteria of rule 32.1 (c). Unless the first boat is at least on the penultimate leg, a race should be abandoned, if race committee boats at both the mark the boats are racing to and the mark they are racing from record a five-minute period with an average wind strength of less than 2 knots or if it appears that boats are drifting or most of their movement is induced by the current rather than wind power.
Once the first boat has started the penultimate leg the race should not be abandoned for lack of wind. The race should either run out of time (no one finishes) or some or all the racing boats finish.
- 10.2. Upper wind strength.
Once started, a race will not be abandoned because of too much wind unless the race management team believes safety issues with respect to danger to life or damage to equipment are becoming a possibility now or by the time all boats (including race committee vessels) would be safely ashore. In this case, the race should be abandoned immediately.
- 10.3. Wind-shifts
In the first beat. A race will be abandoned for a shift which appears permanent if it occurs while the racing boats are in the first 50% of the first beat and a boat would lay mark 1 on one tack if they now started from any part of the starting line.
- 10.4. 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 boats cannot see the next mark from the prior mark is not a reason to abandon the race.

11. Adjusting the Course to a new Wind Speed or Direction

- 11.1. 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 of more than 15°, the race management team will attempt to change the course to the new wind.
 - (d) With a persistent wind shift of more than 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.
- 11.2. 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.
- 11.3. When changing the direction of the next leg (RRS 33) a red rectangle or a green triangle will be displayed **better** than the compass bearing to the next mark. Both indications would be the better solution

12. Finishing Line/Finishing Procedures

- 12.1. The finishing line will be laid before the first boat begins the final leg.
- 12.2. In the case of a late course change for the final leg, the blue flags will be displayed as soon as possible after the finishing line has been laid.
- 12.3. The finishing line will be approximately 75 meters in length, set square to the direction from the last mark for reaching finishes (square to the sailing wind for upwind or downwind finishes). Laser range finders will be used to establish the length of the finishing line.
- 12.4. The blue flags will be removed (with no sound signal) upon the earlier of: (i) expiration of the time limit, or (ii) Immediately after the last boat finishes.
- 12.5. There will be two line-sighters on each finish boat. Whenever practical, at least one of the line-sighters on the finish boat(s) will be a Race Officer.
- 12.6. Each line sighter will use a hand-held recording device to record the order of finish.
- 12.7. If tapes are used, they will be labeled and kept until after the end of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.

- 12.8. A written record of the finishing order will also be maintained by each finish boat.
- 12.9. 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.

13. Requests for Redress

- 13.1. If the race management team believes it may have made an error affecting the outcome of the race for which redress may be available, it may request redress for the potentially affected boat(s).
- 13.2. The race management team will consider requesting redress for a boat if it is satisfied that that boat's score has been made significantly worse by the actions of an official boat.

14. Race Committee Protests

- 14.1. Since the primary responsibility for protesting breaches of the rules rests with Competitors, the race management team will not normally protest a boat.
- 14.2. The race management team may protest a boat in the following circumstances:
 - (a) A breach of a sailing instruction that may not be protested by another boat;
 - (b) An apparent breach of good sportsmanship (RRS 2);
 - (c) Failing to take a penalty after knowingly touching a mark, but not protesting another boat (does not apply for windsurfers);
 - (d) Failing to sail the course (RRS 28)

15. GPS

- 15.1. All race management boats (signal, pin, finish and mark boats) will be equipped with a GPS.
- 15.2. 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

Adapted by Juan Antonio Llabrés Llabrés (ESP). World Sailing International Race Officer & EHCA Race Management Advisor

EHCA Course-length guidelines

Target time 35-40 min. for fastest boat

Hobie Cat 14 - Dragoon			
<i>Wind speed (kts)</i>	<i>Course length (NM)</i>	<i>Leg length (NM) when using</i>	<i>IHCA Course #</i>
10	2.0	0.5	1 GO (conf. A)
15	2.8	0.7	1 GO (conf. A)
20	3.6	0.9	1 GO (conf. A)

Hobie Cat 16			
<i>Wind speed (kts)</i>	<i>Course length (NM)</i>	<i>Leg length (NM) when using</i>	<i>IHCA Course #</i>
10	3.2	0.8	1 GO (conf. A)
15	4.4	1.1	1 GO (conf. A)
20	5.2	1.3	1 GO (conf. A)

Hobie Cat 16 SPI			
<i>Wind speed (kts)</i>	<i>Course length (NM)</i>	<i>Leg length (NM) when using</i>	<i>IHCA Course #</i>
10	3.7	0.93	1 GO (conf. A)
15	5.1	1,27	1 GO (conf. A)
20	6.0	1,50	1 GO (conf. A)

Hobie Cat TIGER & FX-One/2			
<i>Wind speed (kts)</i>	<i>Course length (NM)</i>	<i>Leg length (NM) when using</i>	<i>IHCA Course #</i>
10	4.2	1,05	1 GO (conf. A)
15	5.7	1,43	1 GO (conf. A)
20	6.7	1,68	1 GO (conf. A)

IHCA Standard Courses

No.	Course	Finish	Options		
1	(S) A C A	(F) Downwind	1 G	1 O	1 GO
2	(S) A C A C A	(F) Downwind	2 G	2 O	2 GO
3	(S) A C A B C	(F) Upwind		3 O	
4	(S) A, C, A, B, C, A	(F) Downwind		4 O	
5	(S) A C	(F) Upwind	5 G	5 O	5 GO
6	(S) A C A C	(F) Upwind	6 G	6 O	6 GO
7	(S) A C A B C A C	(F) Upwind		7 O	

EHCA Courses

No.	Course	Finish	Options		
8	(S) A B C A C	(F) Downwind reach	8 G	8 O	8 GO
	(S) A1 C A1 C	(F) Downwind reach	8 G	8 O1	8 GO1
9	(S) A C A C	(F) Downwind	9 G	9 O	9 GO
	(S) A1 C A1 C	(F) Downwind	9 G	9 O1	9 GO1
10	(S) A A1 C1 A1 C1	(F1) Downwind reach	10 G1		
	(S) A C A C	(F) Downwind	10 G		

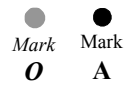
S = start, A = weather mark, B = reaching mark, C = leeward mark, G = gate, F = finish, O = offset mark is used.

"B" MARK LOCATION: The Race Committee will endeavour to locate "B" Mark, the reaching mark, at either the windward or leeward end of the course approximately 90 to 105 degrees abeam of the windward or leeward mark.

Shown here are examples of course illustrations.

Course Configuration A

(to be used with course 1 and 2 only)

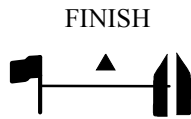


Mark O & Mark G are options that may be used by the Race Committee

(OR)

Course Configuration B

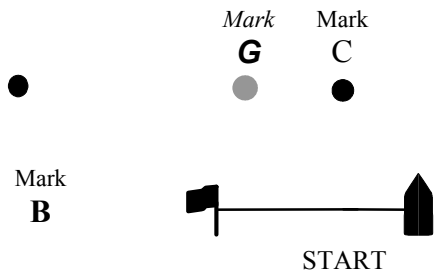
(may be used with courses from 3 to 7)



Mark O & Mark G are options that may be used by the Race Committee

● ●
Mark Mark
O **A**

(OR)

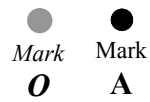


Mark Mark
G **C**
● ●

Mark
B

Course Configuration C

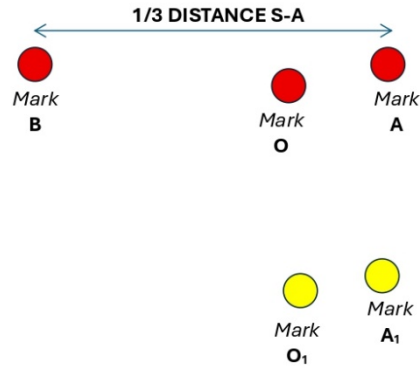
(may be used with from courses 1 to 7)



Mark O & Mark G are options that may be used by the Race Committee

Course Configuration D

(may be used with course 8 only)

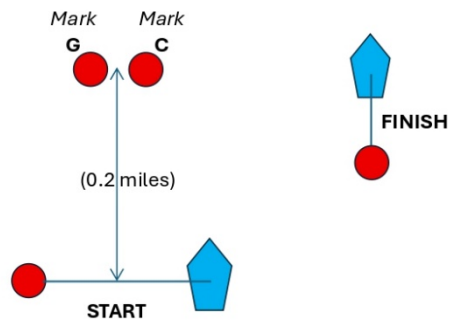


HC16 → S-A-B-C-A-C-F

HC14/Dragon → S-A1-C-A1-C-F

S-A₁ = 80-85% S-A

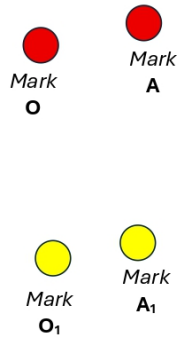
Hc16 starts 7-10' after Hc14



Mark O & Mark G are options that may be used by the Race Committee

Course Configuration E

(may be used with course 9 only)

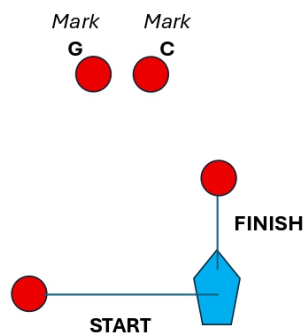


HC16 → S-A-C-A-C-F

HC14/Dragoon → S-A1-C-A1-C-F

S-A₁ = 80-85% S-A

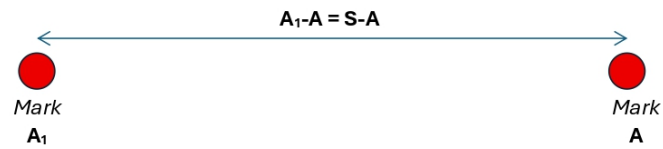
Hc16 starts 7-10' after Hc14



Mark O & Mark G are options that may be used by the Race Committee

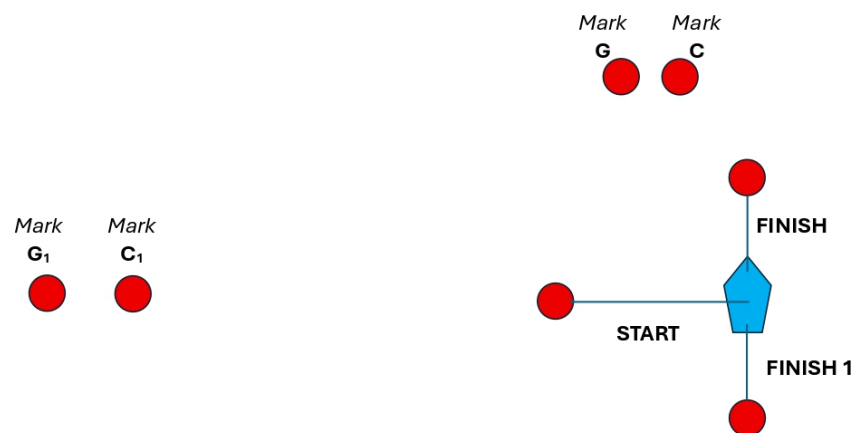
Course Configuration F

(may be used with course 10 only)



HC16 → S-A-A1-C1-A1-C1-F1
HC14/Dragoon → S-A-C-A-C-F

C-A = 80-85% C1-A1



Mark G is option that may be used by the Race Committee