

INTERNATIONAL NACRA 15 CLASS ASSOCIATION RACE MANAGEMENT GUIDELINES

*These policies are directed towards the Race Management Team.
They act as guidelines for use on the water.
Failure to observe these guidelines are not grounds for redress.*

Definitions

IN15CA: International NACRA 15 Class Association

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.

Class Course Representative: a class officer appointed by the IN15CA to assist the local organizers in writing the NoR and SI and resolving any kind of race management issue and to ensure the event meets the race management standard of the class.

Race Management Team: the Principle Race Officer, the Class Course Representative, Course Race Officer and all on the water volunteers responsible for managing racing.

1. Introduction

These Race Management Guidelines are not intended to replace the WORLD SAILING Race Management Policy and Manual, but aim to:

- Provide clarifications and sharing best practices with race officers running NACRA 15 events.
- Ensure a fair, consistent and highest standard of race management in NACRA 15 racing.
- Promote WORLD SAILING best practices.

2. Standard Notice of Race and Sailing Instructions

In the majority of sailing events fair and consistent competition on equal terms is achieved by standardization. To achieve this goal the IN15CA prepared a standard Notice of Race and Sailing Instructions based on the WORLD SAILING templates. The IN15CA will finalize these documents in consultation with the local organisers.

3. Race Management Equipment

To organize good and fair racing it is crucial the Race Management Team will have the best equipment, based on the circumstances where the event will take place (at open sea, at a sheltered lake, deep or shallow waters etcetera).

4. Race Officials

Prior and during principal events, the IN15CA will appoint a Class Course Representative (= Class Manager, Edwin Lodder) to assist the event organizers

During the event, this Class Course Representative will work closely together with the Course Race Officer appointed by the local organisers to ensure that the race management procedures and decisions follow the same guidelines in all events.

5. Competition Format

A Single Series event will a series of up to 20 races and should be scheduled over FIVE days of racing.

Standard 4 races scheduled per day. In case of less races sailed during a day, next day max 5 races will be scheduled.

An event with > 60 entries may consist of a Single Fleet Racing Series or an Opening Fleet Racing Series split into a Qualifying and Final Series. Age and gender groups will all start together but will be scored separately.

When the Opening Series is split, the fleet will be competing into Yellow, Blue groups for the Qualifying Series and Gold, Silver for the Final Series. The event will be split into a Qualifying Series of up to maximal 12 races, and a Final Series of up to maximal EIGHT races. The event should be scheduled over FIVE days of racing.

The Qualifying Series is scheduled over THREE days of racing and the Final Series over TWO days of racing. However, if the minimum of SIX races is not completed in the first THREE days, the Qualifying Series will be extended until at least SIX races have been sailed by each group.

6. Racing in Groups

If no two race courses available, two groups may race together at the same course, with adequate starting intervals (between 5 – 10 minutes) and course length to manage interference and spread the fleets

7. Scoring Guidelines

FOUR races (for all fleets/ groups as applicable) are required to be completed to constitute an event.

ONE discard can be taken when 5 to 9 races have been completed. TWO discards can be taken when 10 or more races have been completed.

8. Race Committee Notice of Intention

The Race Committee should inform coaches / sailors during a daily coach/sailors meeting before racing of intention given details of races and timings.

9. Course Configuration

The course should be a windward/leeward type course with an offset mark and leeward gate, ideally a 2-lap course. The standard course designation is LA2 (or LA3 should three laps be considered depending on wind strength and available course area).

Windward/leeward type courses with optional finishing legs may be used. The final decision lies with IN15CA.

10. Offset mark

The offset mark should be set at 60 degrees off the wind and at some 100 metres from the windward mark.

11. Leeward Gate

There will be a leeward gate on the course and the gate should be set square to the sailing wind with a distance between the buoys of 70 metres. This distance should be increased by 10 metres in rough sea conditions or winds above 15 knots or with a large fleet.

12. Time Limits and Target Time

The Race Time Limit is 45 minutes, the Mark 1 Time Limit 15 minutes, the Finish Window 15 minutes and the Target Time of NACRA 15 racing is 30 minutes, unless amended by the Sailing Instructions.

The Speed Charts provide a reasonably adequate guidance to set target time courses, and to operate within the set time limits, prescribed in the Sailing Instructions.

At low wind speeds (< 6 knots) and for use in (strong) tidal waters, the speed charts tend to become less reliable, and considerable judgement is necessary to set a course of adequate length (and angle). There is a big increase in boat speed when the boats start to foil around 8 knots.

13. Starting Line & starting procedure

The starting line should be 2 times the length of the boat times the number of boats, so for 40 boats the starting line should be 400 metres (0.22 NM) but this may be reduced to 1.5 times in lighter winds. Tides and stronger winds/heavy seas may justify a larger multiplier.

Races will be started by using the U-flag. After a general recall the black-flag can be used, depending on the reason why sailors have made a general recall. E.g. in case the starting line is not in the right position (which created the recall), the next start will be again with U-flag.

14. Starting Penalties

Sighting the line and applying starting penalties will follow WORLD SAILING Race Management Policy. For boat identification, bow numbers are recommended despite that all sail numbers are unique.

The sail numbers or bow numbers of boats recorded as OCS, UFD or BFD will be posted on the starting vessel, in accordance with the WORLD SAILING Race Management Policy.

15. Adjusted the Course to a New Wind or Direction

To change the next leg of the course, the Race Committee will (a) lay a new mark, (b) move the finishing line, or (c) move the leeward gate. When a new mark is laid, the original mark will be removed as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

While the course may be changed, by angle or length, with all the options described with the above instruction, it is conveniently executed by laying a new windward mark for the second upwind leg by rotating on the leeward gate and signalling the change of course at that mark. Moving the original marks is not recommended due to the length of the course that implies the marks might have to travel over significant distance to adjust to course to the new wind.

Courses will not be shortened.

16. Finishing Line

With the standard LA courses, the finishing line shall be a shortened version of the start line of some 100 metres with a committee boat at each end of the line. A dan/pin buoy with flag should not be used. This distance should be increased by 10 metres in rough sea conditions or winds above 15 knots or with a large fleet.

17. Finishing Exclusion Zone

For safety purposes the standard Sailing Instructions include an exclusion zone at the leeward finishing line, extending 100 metres to leeward of the finishing line.

When the blue finishing flags are displayed NO boats shall enter the Finishing Exclusion Zone other than boats that are finishing who shall leave the zone immediately.

18. Waiting Times between Races

Warning signals for succeeding races will be made as soon as practicable.

Waiting times should be limited to FIVE minutes between the last finisher of the preceding race and hoisting the orange flag to alert the competitors a starting sequence is intended soon. This implies the Race Committee should start working the course directly after it has assured herself of the last windward mark rounding.

The Race Committee should try, where possible, avoid long waiting periods on the water particularly in heavier winds, and preferring to wait ashore rather than afloat.

19. Decision to Race or Abandon

The WORLD SAILING Race Management Policy notes the stated wind limits for the decision to race may vary depending upon sea conditions, current and rapid changes in velocity. As a general guideline for the NACRA 15 class:

- Races will not be started in less than an average of 5 knots of wind established over the entire course area. This lower limit may be higher if there is strong current or rougher sea condition in the racing area.
- Races will not be started in excess of an average of 25 knots but this average should be reduced to 22 knots in rough sea conditions (> 1 metre waves) and possibly to 20 knots in gusty/violently shifting winds.

Races once started should only be abandoned in accordance with the WORLD SAILING Race Management Policy, generally, if racing becomes unfair through lack of wind, if racing becomes unsafe with too much wind or large changes in direction.

The Race Committee should constantly monitor and record the wind strengths throughout the race area, particularly at the low and high wind brackets.



20. International Jury

An International Jury must be appointed in consultation with the International Nacra 15 Class.

21. Equipment Inspection

All boats must be inspected before racing. An International Nacra 15 Class Measurer will be appointed by the International Nacra 15 Class.

For questions and more information:

Edwin Lodder

Class Manager

manager@nacra15class.com