

Championship Race Management Guidelines

These guidelines are simply guidelines for the Race management teams. They do not bind the RM team to make particular decisions, and a failure to follow any part of these guidelines is not intended to give a right of redress.

General Principles

- Races will not be started in winds of less than 4 knots but this may be increased to 6 knots in rougher sea conditions
- Races once started should only be abandoned if racing becomes unfair through lack of wind or large changes in direction
- 29ers should not race in winds averaging more than 25 knots, or with gusts over 30 knots, but this average should be reduced in rough sea conditions or for safety reasons.
- The Race Committee should try, where possible, to avoid long waiting periods on the water particularly in heavier winds, preferring to wait on the shore rather than on the water
- Bow numbers should NOT be used, all sail numbers should be unique and in line with Class rules
- Ensure a minimum depth over the race course of 6-8 meters.

Courses: The course should be a windward - leeward course with reaching finish, ideally of two laps, L2, but in exceptional circumstances can be three laps, L3, but never in large fleets. This depends very much on wind strength and the course area available.

Starting: The P flag should be used as the initial starting flag. If the line is good with good spread on the line and there is a general recall then move to the U flag. If the fleet continues to be OCS, a black flag can be considered for subsequent starts but only if the line is good and there is no perception of line bias. Time constraints, progress of race schedule, current and forecast weather conditions and factors that make starting difficult such as fleet size and wind against tide should be taken into account before resorting to use of the black flag. If a black flag is used and the line is still biased, or there is a wind shift then the AP should be used rather than a general recall. The first start should never be black even if the time to get racing completed is short.

Starting Line: The starting line should be 2 times the length of the boat (4.4 metres x 2.0) times the number of boats, so for 25 boats the line should be 220 metres but this may be increased slightly in heavier winds. There should be a pin end committee boat with good anchors, plenty of warp and with a large high orange flag close to the

bow of the boat. There should be no possibility of a boat's centreboard catching on the anchor warp of the pin boat so a counter weight should be used on the warp.

Finishing Line: The finishing line should be positioned off the bow of the starting committee boat at 45-60 degree angles from the pin end starting flag. . The finishing line should be 60 metres and a pin finishing committee boat at the windward end of the line is recommended. A pin buoy with flag can be used in smaller fleets. **Note:** The length of the finishing line and the angle from the gate is very dependent on wind strength. We find that it assists in sail identification if the finish pin end is somewhat more to leeward.

Leeward Gate: There will be a leeward gate on the course, the gate should be unbiased taking account of the conditions on the race course, but approximately at right angles to the wind, with the distance between the buoys of 50 metres. This distance should be increased by 10 metres in rough sea conditions or winds above 15 knots or with a large fleet. The leeward gate should be no more than 50 metres upwind of the centre of the starting line to ensure that the last reach to the finish is a tight reach, but set according to wind strength.

Changes of course: The course may be changed, by angle or length, but normally by moving the windward mark for the second upwind leg by rotating on the leeward gate and signalling the change of course at that point using code flag 'C', preferably using a white course board, and the change instructions.

Target Times: The target time for all races shall be 30 minutes unless changed by the sailing instructions. The speed charts are a reasonably accurate guide for the *29er* but in the lower wind ranges the differences in wind strength can be significant. There is a big increase in speed when the boat starts to plane which is around 8 knots.

Race Committee notice of intention: The Race Committee should, where possible, post a daily notice of intention giving details of races and timings for each fleet and on which course each fleet is to sail that day.

Turnaround times between Races: One of the most important requirements in *29er* racing is to keep the time between finishing one race and starting the next race to an absolute minimum, the target is two minutes from the last boat finishing to the orange attention signal for the next start.. It is therefore important for the adjustments to the windward mark to be made by the course setter as soon as the last boat has rounded the last windward mark, while the first boats are heading to the finish and finishing. It is suggested to add to the Sis the period between the attention signal and the warning signal.

Racing in Groups: All attempts should be made to end each day with the same number of qualifying races sailed by each fleet. No more than 4 races per day should be sailed. When racing in events with a large number of entries and the fleet is split into groups all efforts, where possible, should be made to race the different qualifying groups in as close to similar wind conditions as possible. Everything should be done to avoid Yellow fleet racing all races in a day in over 20 knots where the Blue fleet race in less than 10 knots. This may be done by racing in a sequence of 2 Yellow races, 3 Blue races and then the final Yellow race. If conditions deteriorate the third Blue race can be postponed and the day ended with 2 races for each fleet.

Guidance on racing in Groups

There are a number of options available and choosing which one depends very much on conditions, size of racing area available and number of course areas planned, “on the water” resources including equipment and the number of volunteers and the number of entries.

- Qualifying maximum fleet target size should be 50 boats.
- Gold fleet can be 25 for events with 100 total competitors or less, and 50 boats for over 100 competitors. Other proposals may be presented to the Executive for consideration.
- The remaining boats in final series should be split into equal groups of up to 50 boats
- If in final series, after taking out gold and silver fleets, more than one group is created then all boats are placed in the bronze fleet and they race in two (or more) groups but are re-flighted at the end of each day, in a similar way to qualifying. This has the advantage of giving teams that have not done well in qualifying a second chance to get higher up the overall ranking.

Tailenders

For less experienced sailors finishing outside the race time limit is dispiriting and attempts should be made to avoid this situation by finishing tailenders on the race course before the finishing line or awarding points, for those still racing, after the last proper finisher rather than giving DNF points.

Scoring guidelines

Qualifying series can be up to 10 races with one discard when 4 races have been completed. The overall positions are carried forward from the qualification series into the final series. Final series can be up to 10 races with one discard when 4 races have been completed.

In the Qualifying series fleet re-assignments should be made at the end of each day

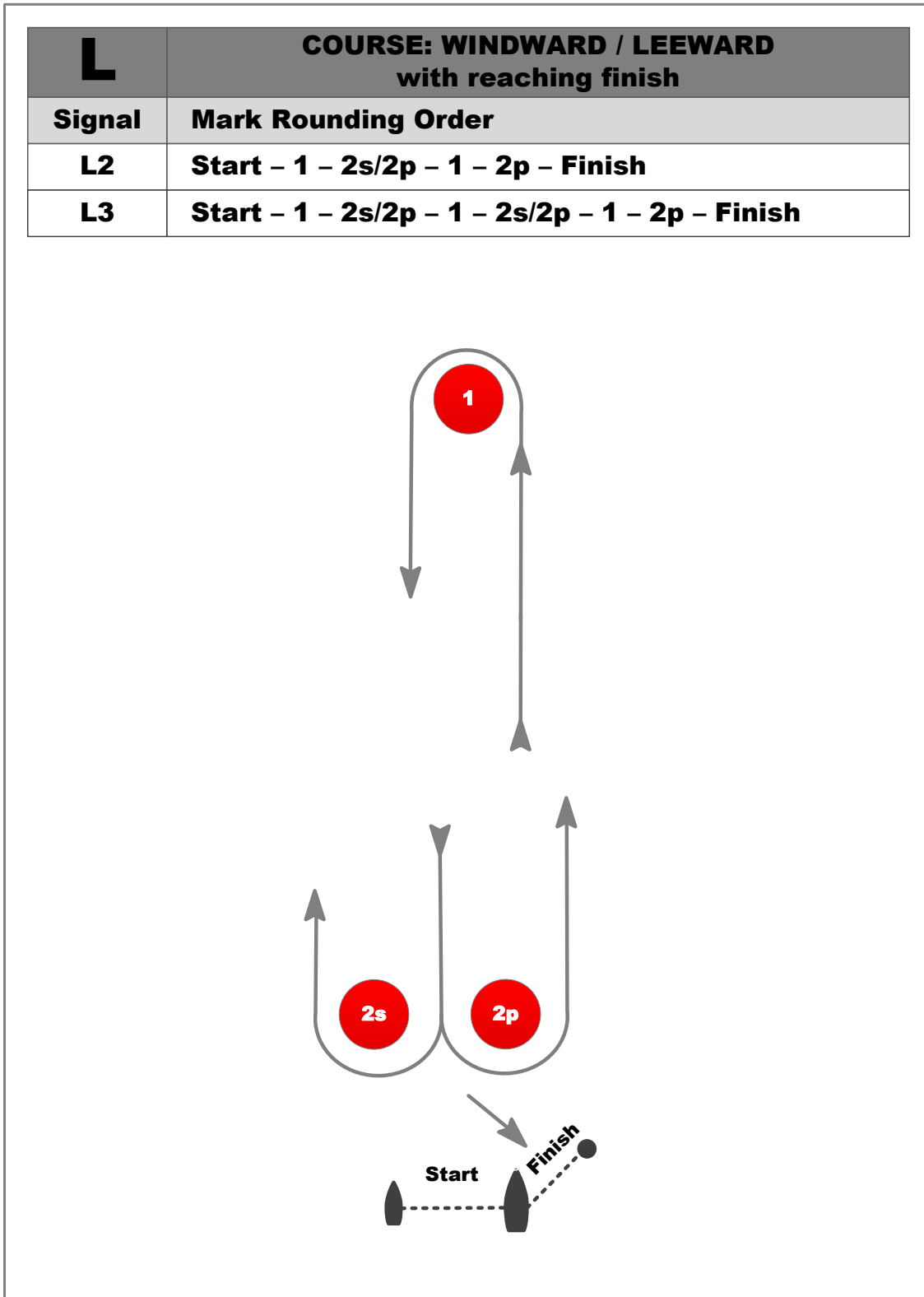
but not until two races have been completed by all fleets.

In the Qualifying series, to avoid confusion, it is advisable to only publish overall results up to the last point when all teams have completed the same number of races. If extra races have been sailed by some fleets then individual race results should be published.

Championship Guidelines

- in years where the World Championship is held in Europe, the European Championship in that year will be a maximum of 4 racing days in length.
- in years where the World Championship is held outside of Europe, the European Championship will be a maximum of 6 racing days in length.

COURSE DIAGRAM



International 29er Class

29er

SAILING COURSE TIMES																				
29er		WINDWARD / LEEWARD COURSE																		
		Target Time 30 minutes																		
Wind Range	5 - 8 Knots					8 - 12 Knots					12 - 15 Knots					15+ Knots				
Upwind Speed	20 mins/mile			Up Time (mins)	Down Time (mins)	15 mins/mile			Up Time (mins)	Down Time (mins)	13 mins/mile			Up Time (mins)	Down Time (mins)	12 mins/mile			Up Time (mins)	Down Time (mins)
Run Speed	12 mins/mile					8 mins/mile					6 mins/mile					6 mins/mile				
Leg Length Nautical Miles	L2	L3	L4			L2	L3	L4			L2	L3	L4			L2	L3	L4		
0.3	19.2	28.8	38.4	6.0	3.6	13.5	20.3	27.0	4.5	2.3	10.8	16.2	21.6	3.8	1.7	10.5	15.8	21.0	3.6	1.7
0.4	25.6	38.4	51.2	8.0	4.8	18.0	27.0	36.0	6.0	3.0	14.4	21.6	28.8	5.0	2.2	14.0	21.0	28.0	4.8	2.2
0.5	32.0	48.0	64.0	10.0	6.0	22.5	33.8	45.0	7.5	3.8	18.0	27.0	36.0	6.3	2.8	17.5	26.3	35.0	6.0	2.8
0.6	38.4	57.6	76.8	12.0	7.2	27.0	40.5	54.0	9.0	4.5	21.6	32.4	43.2	7.5	3.3	21.0	31.5	42.0	7.2	3.3
0.7	44.8	67.2	89.6	14.0	8.4	31.5	47.3	63.0	10.5	5.3	25.2	37.8	50.4	8.8	3.9	24.5	36.8	49.0	8.4	3.9
0.8	51.2	76.8	102.4	16.0	9.6	36.0	54.0	72.0	12.0	6.0	28.8	43.2	57.6	10.0	4.4	28.0	42.0	56.0	9.6	4.4
0.9	57.6	86.4	115.2	18.0	10.8	40.5	60.8	81.0	13.5	6.8	32.4	48.6	64.8	11.3	5.0	31.5	47.3	63.0	10.8	5.0
1.0	64.0	96.0	128.0	20.0	12.0	45.0	67.5	90.0	15.0	7.5	36.0	54.0	72.0	12.5	5.5	35.0	52.5	70.0	12.0	5.5
1.1	70.4	105.6	140.8	22.0	13.2	49.5	74.3	99.0	16.5	8.3	39.6	59.4	79.2	13.8	6.1	38.5	57.8	77.0	13.2	6.1
1.2	76.8	115.2	153.6	24.0	14.4	54.0	81.0	108.0	18.0	9.0	43.2	64.8	86.4	15.0	6.6	42.0	63.0	84.0	14.4	6.6