



## **Part II**

# **Regatta Race Management**

## 21 Guidance Notes on Race Management

The following notes are intended to give an overview of the preferences of Dragon Sailors. Please note that the Gold Cup Rules have some specific requirements in relation to courses, number of races to count etc. (variations to these can only be given with the C.Y.C.A.'s approval).

### 21.1 Resources

The organisers shall ensure that there are adequate race committee vessels:

- a committee boat for each end of the starting line, plus a race committee signal boat.
- rescue boats
- a minimum of two boats for the jury (one of which should be a small fast speed boat or rigid inflatable (rib))
- adequate boats to lay and move marks quickly if there is a need to swing the course.
- a small fast speed boat or rigid inflatable to display the general recall flag (and if used to indicate the centre of the start line)

### 21.2 Number of Entries

The usual number of entries for World and European Championships is between 60 and 80; and for a Gold Cup between 80 and 105. These numbers may be accommodated on one start line. With a large number of boats, particularly for a Gold Cup the Race Committee may wish to consider splitting the fleet into two. This is not normally recommended unless the fleet exceeds 80 boats. Split fleets are traditionally organised on a 4 fleet basis. The Gold Cup is a unique event and whilst this format is not popular, it is a feature of the event.

### 21.3 Briefing

The Race Officer should hold a briefing session at the start of the Regatta and include the following information:

- distance and direction from the marina to the race area
- location of the official Notice Board which should be accessible 24 hours a day
- any alterations to the Standard Sailing Instructions. If possible, amendments to Sailing Instructions should be repeated at the Marina where the boats are moored.
- use of VHF Radios
- recommended latest departure time from Marina
- any local hazards

## 21.4 Coach and Spectator Boats

See Standard Sailing Instructions at Appendix 5. Mandatory restrictions are placed on these boats and contravention may lead to protest against the boat attached to the coach boat involved.

## 21.5 Weather Forecasts

The latest weather forecast should be posted on the Official Notice Board (and other relevant places) every day.

## 21.6 Warning Signal

- a) The warning signal should not be made if the wind speed is below 5 knots or above 28 knots for a period of at least 5 minutes before the warning signal.
- b) The warning signal should not be made if wind speeds above 28 knots are expected or have been forecast for the racing area during the time of the race.

## 21.7 Courses

The Class sails windward/leeward port hand courses. There should be two rounds of the course plus an additional windward leg to finish. The Spreader Mark should be positioned 150 meters from the windward mark and at an angle of approximately 90 degrees from the first leg. In addition, a leeward gate should be laid.

The line length should be based on 12 metres per boat for lines accommodating over 40 boats and 14 metres per yacht for lines accommodating under 40 boats.

Ideally there should be two committee boats, one at either end of the line each with an inner distance mark.

A Race Committee Signal Boat to windward of the middle of the line is necessary with a large fleet and a consequent long line.

Signal flags shall be of sufficient size and displayed so as to be visible from all parts of the line.

## 21.8 Length of First Beat/Windward leg

It is essential that the first beat of the race is sufficiently long to prevent overcrowding at the first weather mark. **A beat of at least 2.5 nautical miles and of not less than 30 minutes duration is recommended.** The first beat shall be abandoned if it exceeds 75 minutes sailing time. Subsequent beats may be shorter.

### **21.9 Individual and General Recall Signals**

Signals should be repeated on the Committee boat positioned at either end of the line. In the case of a General Recall a rib should be sent in front of the fleet displaying the general recall (First Substitute) flag.

In the case of a Black Flag start, a rib should endeavour to inform those boats who were identified over the line as soon as possible.

Sail numbers should also be prominently displayed on the Committee boats at both ends of the line.

In general, the imposition of the Black Flag after 1 general recall is acceptable, unless there is an obvious problem with the line.

### **21.10 Abandoning Races**

A race should be abandoned

- a. if the wind speed drops below 2 knots in a substantial part of the racing area for a period of 10 minutes or more.
- b. once the sustained wind speed reaches or exceeds 30 knots at any time before the first boat has crossed the finishing line.
- c. if a wind shift of more than 25 degrees occurs before the first boat arrives at the first windward mark.
- d. If it is expected that less than 50% of the Fleet will finish within the time limit.

### **21.11 Two or More Races per Day**

Where more than one race is scheduled on one day it helps if, at the end of the previous race, some indication is made as to whether the subsequent race is to take place, or not. Also indicate whether the subsequent race will be immediate, or after a period of say, ½ an hour.

### **21.12 Marks**

The marks of the course must be of a size and colour (preferably yellow/orange) as to be visible from the start. Buoys indicating the end of the finish line should be clearly visible. "Dan buoys" with small flags are not sufficient.

### **21.13 Protests**

Protest time limits should be based on the time of the last yacht finishing

### **21.14 Results**

Provisional results should be posted on the notice board and available to all competitors as soon as they come ashore. The IDA (secretariat@intdragon.org) should also be sent these in order to post them on the Website (via a "link").

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For all IDA Graded Events, the final results must be sent to [irl@intdragon.org](mailto:irl@intdragon.org) and shall comply with the IDA instructions for submitting results to the IRL. See Appendix 4.

### 21.15 Use of VHF Radios

**The IDA recommends the use of VHF radio communication for safety purposes and to enable the Race Committee to communicate with competitors. A channel for such communication shall be specified for this purpose in the Sailing Instructions.**

**Class Rule 11.11.1 only applies for VHF devices working on marine frequencies (156-162MHz).**

**The IDA draws attention to the fact that usage of a marine channel is restricted by international and national regulations and suggests (subject to relevant national regulations) use of an international ship-to-ship channel that is not used for other purposes.**

**The use of VHF communication with the fleet is recommended. If used the following procedures shall be adopted:**

**1 The use of VHF communication shall be incorporated in the NOR. The following wording is recommended;**

**'Race information will be given on marine VHF(156-162MHz). The channel will be stated in the Sis.**

**The Organiser reminds participants that the use of marine VHF is governed by the applicable laws. It is the owner's/helmsman's responsibility to fulfil all legal requirements to carry and use marine VHF radio on board a yacht.**

- 2 The SIs shall clearly state the channel to be used for communication from the PRO to competitors. They shall also state the channel to be used for emergency/safety issues, which may be the same. They should also state that use or scan of any other channel (except Channel 16) whilst racing, may result in a protest and disqualification.**
- 3 Individual OCR information shall not be made earlier than 2 minutes after the start.**
- 4 PRO communication to his race managements team should not be available to competitors, ie not using frequencies 156-162MHz.**
- 5 See Standard Notice of Race and Sailing Instructions at Appendices 4 and 5.**

## 22 Jury

An International Jury, RRS Appendix N, is required at all Championship Events. The Chairman of the International Jury should be an experienced Dragon Jurist. ***The appointment of all Jurors is subject to the approval of the IDA.***

Names of potential candidates can be obtained from the ISAF website: [www.sailing.org/officers/default.asp](http://www.sailing.org/officers/default.asp)

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However the organisers need to consider a number of issues to do with The Jury, their costs and their requirements:

- travel arrangements (the further afield, the greater the cost)
- accommodation and all food to be provided to a reasonable standard (first class facilities are not necessary)
- the Jury members are expected to pay any additional costs for wives/ husbands etc.
- provision of a dedicated Jury boat (preferably two, one a RIB type)
- secretarial services for the Jury including a copier, word processor and printer
- a room for the Jury to hear protests
- clear indication of which social events the Jury are invited to (normally free of charge).
- The cost of the Jury is borne by the Regatta Organisers and is likely to form a significant element of the budget, so choose carefully.

A Jury rib shall be in attendance at each mark whenever possible, both for “traffic calming” and to facilitate the Jury to protest against offending yachts. (RRS 60.3). The Jury is expected to be pro-active.

## **23 Press**

It is important to maximise press coverage for the event. Liaise with the sponsors about their requirements. For all Championship Events, the organisers shall provide a knowledgeable reporter to issue daily reports and to write a full final report for the IDA Yearbook.

### **23.1 Information**

Advance information and regular press releases will allow media to preview events and build interest. For major events the provision of artwork, maps, courses and logos as well as a selection of black and white and colour photos is useful.

Press packs available at the event should include:

- event programme
- timetable of events
- Sailing Instructions
- entry list including helmsman and crew full names, yacht name and number and yacht club represented background to the event, when started, where held, previous winners etc
- biographies of the key sailors
- full list of important contacts with relevant phone and fax numbers and an indication of their specific responsibilities
- in all cases the spelling should be accurate.

## 23.2 Facilities

The organisers should ensure that the press have easy access to phones and faxes and know where to locate these. If possible a cell phone or a VHF radio should be available on the press boat.

## 23.3 Press Boats

The press will need the use of a suitable boat. If TV coverage is expected then a rib or similar boat should also be available.

## 23.4 Results

It is vital that the press receive a copy of the day's results immediately.

The results will also be posted on the IDA website as soon as they are available. Please inform the Press of the "link" to [secretariat@intdragon.org](mailto:secretariat@intdragon.org)

## 23.5 Photographs

Competitors like to buy photographs of their boat taken during the regatta. A suitable photographer should be employed and photographs displayed on a daily basis.

## 24 Prize Giving

The format of the prize giving reflects the country hosting the event. The following suggestions are made:

- the prize-giving ceremony must be open to all competitors free
- ensure there is adequate bar space at the prize giving
- daily prizes should be awarded on completion of that day's racing
- consider giving prizes for classic wooden boats and boats over a certain age
- always give prizes to the full crew
- always invite your sponsors.

***Competitors will wish to return home as soon as possible, so the regatta dinner should be held on the penultimate day. Also the last race should not be started after a certain time, and the start time should be earlier. Ensure competitors know the time of prize giving.***

## 25 Medals

Medals are awarded to the crews of the first three boats (Gold, Silver and Bronze) in the World and European Championships. The IDA will supply these.

## 26 Afterwards

### 26.1 Results

The final results must include columns stating each boat's name and number and each helmsman's ISAF Registration Number.

Send a copy of the final results to the IDA eMail [secretariat@intdragon.org](mailto:secretariat@intdragon.org). They should be easily transferable to the website via a direct link. The IDA should receive a general report of the event, plus good quality photographs for the IDA Yearbook and Website; the photographs must be in high resolution suitable for print. A video of the event would also be helpful. Please also feel free to comment on any general points you have or any improvements to the Regatta Regulations.

### 26.2 Regatta Report

A Regatta Report is required by the IDA from the organisers of Championship and Grade 1 Events. This report should be a summary of the event and not exceed 1 page (except attachments). It shall cover the following mandatory items:

1. Name of the event
2. Organizing authority with contact details and overall responsibility
3. Name of PRO and other key people of the regatta organisation
4. Name of Event Measurer
5. Name of Head of the Jury, and the other jury members
6. Overall statistic data (number of participating boats, number of sailed races,)
7. Data for each sailed race (start time, end time, course length, wind direction, wind speed min/max, no of boats at starting line, number of boats finished)
8. Communication details (internet address of the event, link to results, link to pictures and press releases)

Mandatory attachments of the regatta report will be

- a) Official overall result list
- b) Report of the PRO
- c) Report of the Event Measurer
- d) Report of the Head of the Jury

***Good Luck!***