

RLymYC 29er Grand Prix 2026

Race Management Information for Competitors

These notes do not form part of the Sailing Instructions and are advisory only. They are an indication of how the Race Management Team plans to operate and the guidelines it plans to follow. They will not be accepted as evidence in a protest hearing. Any queries should be discussed with the Race Officer and/or the Chair of the Protest Committee.

- 1 **Aim.**
The aim of the Race Management Team is to run challenging, fair racing as safely as possible. Safety will always take priority.
- 2 **Feedback.**
I am always available after racing in the Club and am very happy to discuss why I made the decisions I did. If you have any queries or suggestions, please speak to me.
- 3 **Launching**
I intend to display the D Flag soon after the briefing on Sat and at 09:15 Sunday. Please tally as soon as you can and launch when the D Flag is raised. I will go into sequence for the first race as soon as the last boat that launches in a reasonable time after the D Flag is raised gets to the race area or at the scheduled time if that is later.
- 4 **Ferries and the River**
The river is a busy, narrow waterway and the ferries can't manoeuvre easily. If we are sailing to the East of the river you will have to cross the river just below the rock groin. Please follow the instructions of the support boats and try to keep out of the channel as much as you can, especially on the way back in.
- 5 **Toilet Facilities afloat**
There is a toilet on Poc'Han however we will not delay the racing because someone is using the toilet. Please speak to a support boat near the Committee Boat if you would like to use our facilities. If wind conditions are stable we hope to give you a short gap between either the second and third races or third and fourth races each day. We will signal this with an AP displayed as you finish the previous race.
- 6 **Postponements Ashore.**
If you are held ashore under Flag AP announcements of our intentions will be made on VHF and via the Event Messaging System (EMS) on the hour and half hour and we will endeavour to put notices on the official notice board.
- 7 **Starting**
I plan to start by using Flag U for the first start as recommended by the 29er RM Guidelines. If there is serious bunching at one end, I plan to postpone the start by displaying Flag AP with two sounds and re-lay the line. If competitors are evenly spread down the line, I plan to let the start run and try to identify premature starters. If there are unidentified premature starters who in my opinion have gained a significant advantage, I plan to signal a General Recall. The recalled start will be Black-flagged. For subsequent races, the Black flag will be used as the initial preparatory flag if the U flag has not previously been respected.
If there is an unexpected major wind shift during the start sequence, I will probably postpone the start by displaying Flag AP with 2 sounds about 10 seconds before the start. If the race has started and the wind doesn't go back very soon after the start, I will probably abandon the race by displaying flag N. If there is a General Recall, Flag First Substitute will be displayed. The general recall flag will usually be removed one minute after the recalled start and the warning flag displayed one minute later.

If the wind is very shifty (common in a northerly) I will set the line on the mean sailing wind and start you anyway, as the wind will go back soon.
- 8 **Calling the Start Line**
The Deputy Race Officer (DRO) and I both call the line from the Committee Boat end and the Assistant Race Officer(ARO) calls it from the ODM. The DRO and ARO concentrate on the numbers of the boats. I watch the fleet and decide on Postponements and General Recalls. We all run tapes and have recorders to write down numbers from 90 seconds before the start. We record the numbers of the

boats nearest to the line and those either side of them with details of identifiable features such as hull colour, sponsors logos and clothing. We have an open telephone link to the ARO from 90 seconds. Decisions about OCS are by consensus. We sometimes use photos to help identify numbers. If you want to query whether you were correctly identified as OCS we are very happy for you to listen to our tapes and look at our photos.

9 **Time.**

I will use Internet time and always start the sequence on a five minute so that you can set your timer from your phone/watch once I have gone into sequence. However, if there is an AP or General Recall I will restart on an odd minute. GPS time can vary by a second or two.

For subsequent races, the Orange Flag will be displayed 1-5 minutes after the last boat finishes the previous race with the Warning Signal at the next '5 minutes' with a minimum gap of 2 minutes from Orange display to the Warning Signal.

If you need me to slip 5 minutes to sort something out please tell the Committee Boat or a safety boat and I will slip 5 if I can.

10 **Courses**

We will display the course board on the opposite side of the boat to the start. No starboard roundings this year as you are racing on a flood tide almost all the time. I expect to use LRA2.

11 **Abandoning.**

If there is a major wind shift that causes significant changes in the order before any boats have gone round Mark 1 my intention is to abandon, even if there is a clear leader. Once at least 5 boats have gone round Mark 1, I will do everything I can to save the race by moving marks. However, if the wind dies then comes back from a different direction, I am likely to abandon the race.

12 **Race Committee Protests.**

It is my intention to protest competitors as little as possible. Other than under RRS 2, even if I see an infringement of a Rule, I will not protest if there is a competitor who witnessed the infringement. However I am always prepared to witness for a competitor if I saw the incident.

13 **Shorten Course.**

If it looks as if it will take more than 40 minutes for the first boat to reach Mark 1 for the second time, I may display Flag S from an Official Boat and finish the fleet at Mark 1. It is unlikely that I will shorten at any other mark but is possible so watch the signals.

14 **Light Winds.**

As long as there is 4-6 knots of wind of a predicable direction over the complete racecourse it is my intention to run racing as this is what is done in the rest of the world. If the wind is or becomes very shifty or gusty, racing may be postponed or abandoned.

15 **Heavy Winds.**

If the conditions deteriorate to the extent that safety is a serious concern, I am likely to shorten the race rather than abandon it and send the boats ashore using AP over H or AP over A. This is because abandoning produces a "starburst effect", which makes effective marshalling impossible. Occasionally it may be necessary to abandon racing if shortening is impossible or boats are more likely to be damaged if they continue racing.

16 **Finishing**

The DRO calls the numbers of boats as they finish into a tape recorder with a recorder to write down the numbers. We usually have a second caller and recorder who are doing the same but concentrating on the numbers rather than the order. We often video the finishes, especially if there are a number of overlapped boats. We will make a sound signal for the first finisher that is not OCS, NSC, UFD or BFD and the 15 minute time limit for finishing runs from this sound signal. We do not now routinely whistle all finishers as this makes the tapes inaudible. However it is very easy to miss boats who are overlapped so if you don't agree with your finishing position fill in a results query form and I will check the tapes and video. We will use the W Flag for those boats that are seriously behind the others, especially if we want to get on with another race.

17 **UFD & BFD Boats**

I will put the numbers of any UFD & BFD boats on a board on the side or back of the Committee Boat by the end of the Race so you know before the next race.

18 **Sailing Area**

We plan to announce the Sailing Area for that day via the Event Messaging System. If for some reason

we decide to change sailing area it will be announced on VHF and via the EMS and Flag L will be displayed with one sound if boats are still ashore and the Committee Boat will display Flag L when it moves from one area to another.

19 Changing the Course after the Start

If the Windward Marks are to be moved more than 100m we will display IC Flag or board "C" at the gate with multiple sound signals, also displaying Red or Green flags or boards and '+' or '-' as described in RRS 33. The replacement marks may not be in position at the time the signal is displayed.

20 Upper Wind Limit

I do not intend to start a race if the mean wind speed is above 22 knots or if there are gusts of over 25 knots. This will be reduced in wind against tide conditions. I may also send boats ashore if in my opinion the sea state or visibility becomes unsafe for racing, or I have been warned that a strong wind front is approaching. If the wind builds suddenly to unsafe levels during a race, I will do my best to finish the race either at the finishing line or by shortening at the next mark and send the boats ashore.

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