

Race Management Recommended Policies for Nordic Folkboat Gold Cup

Principles behind the recommendation

This document is excerpts from the sailing.org Race Management WM Policies adjusted to the Statutes for Nordic Folkboat and the Kerteminde Sejlklub intention of the race format

This document is not rules, only recommendation and examples of good practice to consider, and serves the purpose of ensuring equal conditions and races from year to year, despite the different organizers and places. Some of the recommendations may require rules specified in the sailing instructions if they shall apply.

Please note that these policies are guidelines to the Race Management Team and organizing authority. Failure to observe these guidelines are not grounds for redress.

It is solely the organizing authority decision to what extend this recommendation will be implemented, and this decision should take comments from all roles in consideration early in the planning, and may consult Kerteminde Sejlklub or NFIA in any question or interpretation of the recommendation.

1. Definitions and roles

- 1.1. **Principal Race Officer** – a Race Officer appointed by organizer and approved by national class organization being responsible for the conduct of racing and course areas.
- 1.2. **Sailing Course Race Officer** – an International or national Race Officer conducting the race, race area and race management team approved or appointed by organizer and national class organization.
- 1.3. **Sailing Course Class Representative** – a Race Officer appointed by national or international class organization responsible for supervising racing on the course area.
- 1.4. **Race Management Team** – the Principal Race Officer, Sailing Race Officers, Course Race Officers and all on-the-water volunteers responsible for managing racing, and including administrative on-shore bureau personnel responsible for administration, reporting of entries, results and documentation
- 1.5. **Jury and protest team** – the group of persons according to Goldcup Statutes taking care of protest and rules including class rules
- 1.6. “Will” or “can” means the intentions of the race management team, and it is solely the organizing committee and race management team’s decision how to use it in planning and practice.

2. General Principles

- 2.1. The role of the race management team is to conduct the races and to facilitate racing as directed by the organizing authority as required by the rules.
- 2.2. A shortage of time or completed races is not a basis for variance from these policies.
- 2.3. The operator of a race management team vessel will promptly advise the Sailing Course Race Officer if he/she believes his/her vessel or another observed vessel has substantially affected one or more boats racing.
- 2.4. The race management shall as far as possible have an open public communication with the competitors and keep the competitors informed about intentions and reasons for decisions.
- 2.5. Names and associations for leading persons in the roles should be published in NoR or SI

3. Times/Timing/Changes In Schedule

- 3.1. Times will be based on GPS time.
- 3.2. Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.
- 3.3. 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.

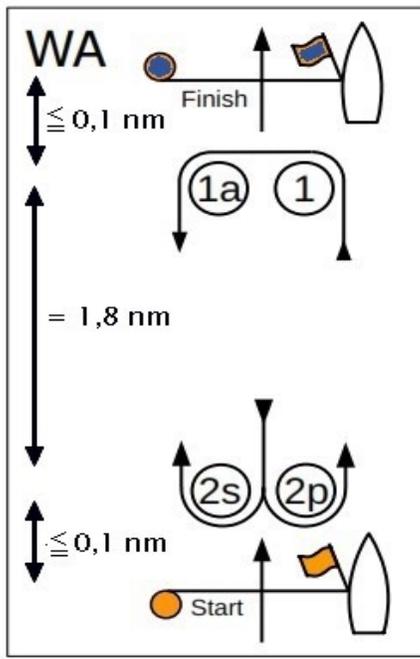
- 3.4. The orange starting line flags(s) will be removed (with no sound signal) four minutes after the starting signal unless the race management team intends to make the warning signal for the next fleet (group) to start within five minutes of the previous start.
- 3.5. The race management team will use the entire day if necessary to complete the schedule.
- 3.6. 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 notified on the day before it is to take effect.
- 3.7. The Race Management Team may publish a courtesy daily weather forecast at the bulletin board with notes about the source for this. But the race management may use internally whatever public and non-public forecast they find convenient without publishing the source.

4. Decision to Race

- 4.1. The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these policies or specified in sailing instructions. Waiting for 'better' conditions than necessary may be unfair and will be avoided.
- 4.2. The race management team will not wait for the wind to 'stabilize'. Competitors can compete in "shifty" and unstable conditions. The race management team will react and adjust during the race, to a later stabilized and changed condition.
- 4.3. 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.
- 4.4. Wind can be measured from drifting boats.
- 4.5. Average wind speed and direction will be determined over a time of more than one minute.
- 4.6. Races will normally not be started in less than an average of 3 knots of wind established over the entire course area. This lower limit may be higher if there is swell or strong current in the racing area.
- 4.7. Races will normally not be started in wind more than an average of 24 knots.
- 4.8. It is always the Race Management Teams decision how to react on upper end lower wind speed limit, depending on other conditions.
- 4.9. 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.
- 4.10. 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.

5. Course diagram

As required from statutes, See also appendix attached with SI and NoR skeleton



Course WA – Windward/Leeward with Offset Mark, Windward Finish	
Signal	Mark Rounding Order
WA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish



- 5.1. The race management team will use GPS to set the longest possible first leg in a WA3 course from start to mark 1 within the constraints of the course area and the rules in Goldcup Statutes (minimum 1.8 nm between mark 2 and 1).
- 5.2. The course length will be laid without any given target time to achieve, unless otherwise specified in sailing instructions. To achieve a target time of 120-150 minutes or whatever the SI may specify, the Race Management Team can adjust or shorten the course after start (se §13).
- 5.3. Gates will be approximately 10 hull lengths wide (75 m), laid square to the course from previous mark (mark 1a). Variations in width and angle may be appropriate to adjust for current or other prevailing conditions. Laser range finders can be used to determine the width of gates but is not required.

6. Starting Line

- 6.1. Windward starting lines will generally be laid square to the median sailing wind. Current, favoured side of the course, expected wind shifts and other variables may justify variation from this guideline.
- 6.2. The gate mark directly above the starting line will be laid between 0.05 nm and 0.10 nm above the starting line. The gate mark can be laid before start and moved until first boat rounding mark 1a without any signals
- 6.3. Laser range finders and/or GPS is recommended to be used but is not required to be used to determine starting line lengths.
- 6.4. It is recommended to use a RIB with a high visible orange pole as leeward start line mark, for easy adjustment of angle and length and precise sighting of line.

7. Starting procedure

- 7.1. Rule 26 will be used, and it is recommended to use the orange flag procedure
- 7.2. Starting rules as U og I flag may be used without signal if specified in Sailing Instructions

8. Sighting the Line/Timing/Signaling/Recording

- 8.1. The race management team will sight the starting line from each end.
- 8.2. When a Sailing Course Class Race officer(s) are appointed they will sight the starting line with another member of the race management team.

- 8.3. 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.). The recordings will be preserved until after the conclusion of the entire event.
- 8.4. The leeward line sighters will report "x of Y" on VHF (may be an open channel) to sailing course officer telling that x identified boats of y boat total observed on course side. Which boats will be sorted out by the line sighters on telephone or other internal communication line
- 8.5. The race management sailing course officer will decide if the start is line-clear, or take individual recall or general recall action based upon this information. In no circumstances will an individual recall be signaled later than 10 seconds after the starting signal. The race management team shall attempt not to signal an individual recall and then a general recall.
- 8.6. Competitors who have been scored OCS, UFD or BFD, and their coaches, may be allowed to listen to the voice recording(s) of the applicable start(s). If allowed by race management a time and location for doing so each day will be posted on the Official Notice Board. Where possible video recordings can be made of the start. These videos will be made available for competitors to review.

9. Calling OCS

- 9.1. The race management team will not permit a race to continue if it believes that unidentified boats were over early. If the race management team is satisfied that all boats over the line have been identified an Individual Recall will be signaled.
- 9.2. Except after a black flag general recall (when the requirements of RRS 30.4 will be met) sail number of boats recorded as OCS, UFD or BFD can optional by Race Management decision be posted on the start boat after boats have rounded mark 1 for the first time, (Note: use the sailing instruction to allow country codes or bow numbers when these are used as boat identification).

10. Postponing A Race During The Starting Procedure

- 10.1. The race management team will postpone the race during the starting procedure if the mean wind shifts more than 10 degrees or if 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.
- 10.2. The race management team will consider postponing the start for any of the following reasons:
 - a drifting mark,
 - a significant error in the timing of signals,
 - other boats interfering with the competing boats,
 - inappropriate starting line length or angle,
 - a reduction in visibility preventing the race management team from sighting the starting line or identifying premature starters,
 - other factors that might affect the fairness of the race.
- 10.3. 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.
- 10.4. For a postponement that the race management team anticipates will be longer than five 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.

11. General Recall

- 11.1. 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.
- 11.2. 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.

- 11.3. 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.

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

- 12.1. Flag I (RRS 30.1) and Flag Z (RRS 30.2) can be used as decided by race management and organizing committee.
- 12.2. Flag P is recommended to be used for the first attempt of fleet race with a short and full visible starting line (ie 30 or less entries). For fleet races with a long starting line above 3-400 m (ie more than 30 starting boats) RRS 30.1, 30.2 or 30.3 can be used for the first start as of the race management team decision.
- 12.3. If 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.
- 12.4. If the race management team is satisfied that a General Recall was not the result of the starting line, it will use the black flag for each subsequent attempt.
- 12.5. A 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 tide/current, or rapid oscillations of the wind, and not by actions of the race management team.
- 12.6. The race management team will make every effort to signal a postponement in the event of any problems with the start line, especially if RRS 30.3 is used, and solve the problem before a new start.

13. Shortening the Course

- 13.1. If specified in sailing instructions, races will not be shortened using RRS 32, but reducing the length of a leg, even the final leg, may be done by using a minus sign (RRS 33).
- 13.2. If Sailing Instruction allow shortening the course, it is recommended for Goldcup that the finish line will be at the end of a leg and shortening signaled before the start of the leg. This signal should be specified in the sailing instructions, and the race management can choose the option preferred.

14. Abandonment

- 14.1. At any time of the first leg the race management team may abandon if a major, persistent, wind shift occurs (more than 25 degrees). After that the race management team will let the race continue if it is able to adjust to the changed conditions.
- 14.2. Visibility: The race management team will consider abandoning a race if it is satisfied?? that a reduction in visibility or other weather conditions affects its ability to safely and fair manage racing. The fact that boats cannot see the next mark from the prior mark is not, in and of itself, reason to abandon the race.
- 14.3. Collapse of wind: The race management team may abandon the race when it is unlikely that the leading boat will complete the course within an overall time limit specified in the sailing instructions, or by the race management course officer judgement of reasonable racing/finish time, given the wind conditions at that point in time.
- 14.4. The race management team may abandon the race when a new wind has caused the fleet to invert.
- 14.5. Once a race has been started the race management team will not abandon the race simply (wind speed as the one and only condition) because the average wind speed increases beyond the stated limits. The race management team will consider abandoning the race if it is unable to safely manage racing due to other conditions beside wind speed).
- 14.6. The race management team will make every effort to ensure that other vessels do not interfere with racing. The race management team will consider abandoning the race if it determines that an outside influence has made the race unfair.

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

- 15.1. Reaction to change in wind direction is solely the race management teams decision considering:
 - 15.1.1. With a *persistent* wind shift of 10° or less the course can be unchanged unless necessary to adjust for current or to provide a square run.
 - 15.1.2. *Persistent* wind shift 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.
 - 15.1.3. With a *persistent* wind shift of more than 15°, the race management team will attempt to change the course to the new wind.
 - 15.1.4. With a persistent wind shift of more than 30°, 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.
 - 15.1.5. 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.
 - 15.1.6. Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.
 - 15.1.7. When changing the direction of the next leg (RRS 33) a red rectangle or a green triangle will be displayed and the compass bearing to the next mark can be displayed.
 - 15.1.8. The Goldcup course is intended to be a long course requiring the sailors to predict shift and change of conditions for at longer time. This is part of the game for Goldcup and should be taken in consideration by the Race Management Team and the sailors as well.
- 15.2. Changes in length of legs
 - 15.2.1. The race management team will attempt to minimize the number of changes in leg length to achieve target time specified in sailing instructions. In general, changes in length will only be made if it appears that the time for the first finisher will be more than approx.20% outside the target time.
 - 15.2.2. Change in leg lengths will not be made to reduce a leg to less than 75% (approx. 1.3 nm between mark 1 and 2) or increase a leg to more than 120% (approx. 2,2 nm between mark 1 and 2) of original leg length.
 - 15.2.3. Changes in current may justify variations from these guidelines.

16. Finishing Line/Finishing Procedures

- 16.1. The finishing line shall be attempted to be laid before the first boat begins the final leg.
- 16.2. The blue and orange flags will be displayed (with no sound signal) after the first boat rounds the gate for last time.
- 16.3. In the case of a late course change for the final leg, the blue and orange flags will be displayed as soon as possible after the finishing line has been laid.
- 16.4. The finishing line will be approximately 10 hull length (approx. 75 meters like the gate) in length, set square to the course from previous mark (gate). Laser range finders can but is not required to be used to establish the length of the finishing line.
- 16.5. The orange and 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.
- 16.6. There will be one or two line sighters on each finish boat. Each line sighter will use a hand-held recording device to record the order of finish.
- 16.7. 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.

17. Race Committee Protests

- 17.1. Since the primary responsibility for protesting breaches of the rules rests with Competitors, the race management team will not normally protest a boat.

- 17.2. The race management team may protest a boat in the following circumstances:
 - 17.2.1. A breach of a sailing instruction that may not be protested by another boat
 - 17.2.2. An apparent breach of good sportsmanship (RRS 2)
 - 17.2.3. Failing to take a penalty after knowingly touching a mark, but not protesting another
 - 17.2.4. Failing to sail the course (RRS 28)

18. Prize giving ceremony

- 18.1. Please remember, that according to statutes, the winner is the club the winning helmsman represents, but it is the winning boat that has done the job.
- 18.2. The club is; The organizers entry form should have a registration and announcement of the club the helmsman represents. The helmsman is not required to be the owner of the boat. **If** the helmsman is the person in charge (RRS 46) and not the owner, and the owner is not on board, there must be a borrowing declaration signed before the first races start, and the club of the helmsman defines the club the boat represent. **If** the helmsman is the person in charge (RRS 46) and not the owner, and the owner is on board, then a borrowing declaration is not required, but the club of the helmsman defines the club the boat represent. **If** the helmsman is not the person in charge (RRS 46) and not the owner of the boat, and the owner is on board, then a borrowing declaration is not required, but the club of the helmsman defines the club the boat represents.
- 18.3. The organizers decide which and how many prizes to give beside the Goldcup. It is recommended that helmsman and crew is given equal prizes, and that at least the 10 first teams will receive a prize.
- 18.4. It is recommended that the prize giving ceremony will go upwards and end with the Goldcup winner, and thereafter inviting all former winners to join the celebration of this year's winner.

19. Rules, Sailing Instruction and Notices of Race

- 19.1. Like these sailing management recommendations, the according Sailing Instruction skeleton is an example and should only be used after detailed revision and adaption to the actual event and race management decisions for that event.
- 19.2. As stated in Class Rules 1.24 the event sponsor advertising will be according to World Sailing Regulation 20 Advertising Code. It can be without any prior approvals from Kerteminde Sejlklub.
- 19.3. The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. This notation can be used as specified by organizers race management without any Goldcup restriction.

Changelog:

Ver 1 december 2018

New initiative.

This document is recommendations to be considered by the Goldcup organizing club, and any doubt in consideration may be sent to hearing and comments from NFIA or Kerteminde Sejlklub. These recommendations are NOT a rule.

They can be used with the corresponding NoR and SI guides, and shall be used with the Goldcup Statutes.

The statutes and guides are published by NFIA at folkboat.com

Ver 2 january 2020

Based upon practical experience from recent Goldcup venues, some modifications have been adopted:

§3

Orange start flag removed after 4 min instead of 10 min

Weather forecast, it is recommended that race committee can publish which they will use primarily, but it is a race committee decision what to publish, and it is not required that all sources used internally by race committee is published.

§4

Decision to race is solely a Race committee decision and shall not be reason for redress

Lower wind limit shall be considered with course shorting (S) as option

Upper wind limit will be 24 knots normally, depending on other conditions

§5

Recommend that target time in SI could be announced to 120-150 min

§9

Posting of OCS, UFD, BRD is an option, but not required due to practical reasons,

§12

Start flag P recommended for small fleet (short and clear visible starting line) in first race giving the sailors the possibility to sail the first race without a BFD

§13

Shortening the course is recommended to be done in a way, that does not shorten a course by changing a leg which one or more boats has started to sail without knowing it was the last leg. Sailing instruction should specify how this shortening will be signaled before the first boat starts the leg. This changed RRS 32.2 to be more or less like RRS 33, but using signals as specified in SI, meaning that the finishing line will be at the end of the next leg. The reason for that is, that the last leg is a tactical important leg and all competitor shall know that from the start of the leg. Before this change, it was recommended (as in the sailing.org version), that RRS32.2 should not be used

§14

Increased wind shall not be the only reason for abandon (not simply because of wind increase), but wind increase can together with other reasons (ex. thunder combined with heavy shifting wind, low visibility due to rain and) be reason for abandon. Always a RC decision without redress option.

§15

Important that race committee and sailors are aware of the difference between shifty wind, persistent shift or simply shift.

Shifty wind and persistent shift can be handled different.

The GoldCup history and style is from the Nordic waters and western wind hemisphere where shifty wind is part of the game, the skills to handle that is part of the game on a rather long course. Both the sailors and the race management should be aware of that, and not always expect totally stable wind. But on average it should be fair.

So there is a lot of responsibility given to the race management team, this is only examples of some rules of thumbs that may or may-not be used. It is the race management decision, and that should be respected.

§19

Moved from SI template, and just to state that advertising is regulated by class rules with Goldcup or Kerteminde approvals.