



Royal Lyminster Yacht Club

2024 Cape 31 National Championship

Race Management Policies

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

1. TIMINGS

Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.

When racing back-to-back, the interval between the finish line closure and the new orange attention signal being displayed will not normally be less than five minutes. This may be varied according to conditions.

2. WIND SPEEDS

Races are unlikely to start if average wind speeds exceed 25 knots.

The race team will consider abandoning races if winds gust over 30 knots during a race.

Sea-state will also be taken into account in strong wind situations.

Races will not be started in less than an average of 5 knots of wind established over the entire course area. In wind-with-tide situations, the required minimum average windspeed may be increased to 6 knots.

3. COURSES

The race management team will attempt to set the longest practicable first leg within the constraints of the course area and the target race time.

On a windward/leeward course:

- using the preferred LA2 configuration, in lighter wind conditions the first beat and run may be up to twice the length of the second beat and run i.e. a course size reduction of up to 50% may be signalled at the first leeward gate.
- if LA3 is signalled, the course is likely (but not definitely) to be shortened at Mark 1 after completion of the third beat.
- starting lines and leeward gates may be offset to take account of favoured sides of the course.
- the distance between marks 1 and 1a will be about 70-80 metres at 80° to 100° to the course axis, intended to make it a two-sail leg.
- leeward gates will usually be 8-10 boat lengths (LOA including bowsprit) wide – 80 to 100 metres. This may be increased to about 120 metres in strong wind conditions.

4. STARTING

The initial preparatory signal for each race will be Papa.

If the race management team are satisfied that a General Recall was not primarily caused by the length or angle of the start line, it will use the Uniform preparatory signal for the next attempt and then the Black preparatory signal for subsequent attempts to start.

The race management team will not permit a race to continue if it believes that unidentified boats were OCS.

The race management team will postpone the race during the starting procedure if the mean wind shifts more than 15 degrees or in the event 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.

5. ABANDONMENT

On the first leg, the race management team may abandon in the event of a major, persistent wind shift of 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.

If a majority of boats are unable to make progress over the ground for more than ten minutes, the race may be abandoned, rather than waiting for a time limit to expire.

The race management team will consider abandoning a race if visibility reduces to less than about 0.25 NM.

6. POTENTIAL CONFLICT OF INTEREST

The Race Officer, Peter Saxton, has a family member sailing on Chaotic GBR 8X.

To reduce the perception of potential conflict of interest:

- the primary identifier of OCS boats on the Signal Vessel will be the Deputy Race Officer, James Hynes (NRO).
- all decisions regarding whether to race, shortening course, abandonment etc will be made jointly between the Race Officer and the Deputy Race Officer and (where appropriate) with class representatives.

End