



Royal Thames Yacht Club 2024 Cape 31 Series - Round 2 Race Management Policies

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

1. COMMUNICATION

There will be a competitor meeting each morning to set out the plans of the day and lessons learnt from the previous day's racing – the location and time of these meetings will be set out in the Sailing Instructions and via the Event Whatsapp Group. We will host the first meeting on the Thursday evening (9th May) via a virtual meeting. We will provide log in details via the event Whatsapp group.

The Race Committee (RC) will communicate, via vhf, the start times, course configuration, bearing and distance to the windward mark prior to any start sequence. The RC will also inform all competitors, via vhf, of all boats that have been identified as UFD or Black flag after a start. Competitors should listen out for these messages, but as these are only for information purposes, each boat must also take responsibility to check any notices posted on the Committee Boat. Boats will be identified by their Bow Numbers. The vhf channel to be used will be set out in the Sailing Instructions.

2. 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 be around five minutes. This may be varied according to conditions.

3. 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 considered 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.

4. 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, the first beat and run may be longer than the second lap, to reduce congestion at the first mark whilst meeting the target race time of the first boat of 45 minutes.
- 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 approximately 70-80 metres at 80° to 100° to the course axis, intended to make it a two-sail leg. This may be extended to help offset for tide.
- leeward gates will usually be 8-10 boat lengths (LOA including bowsprit) wide – 80 to 100 metres. This may be increased to upto 120 metres in strong wind conditions.

5. STARTING

The initial preparatory signal for the first race each day will be “Uniform” for each race unless the OA is running out of time to complete the scheduled races on a particular day, then a Black flag preparatory signal will be used.

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 that race. If there is a significant wind shift or an error in the starting procedure, then the Race Committee will display an AP, reset the line(if required) and quickly recommence the starting procedure.

6. 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.

7. POTENTIAL CONFLICT OF INTEREST

There are no known conflicts of interest arising from the RTYC team running this regatta.

End