



T293 AND T293PLUS RACE MANAGEMENT POLICIES

Date effective: 6th August 2023

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

1. General Principles

- 1.1 The race committee shall conduct races as directed by the organizing authority and as required by the rules.
- 1.2 These policies are applicable for any course and any target time. Creation of different courses is to be encouraged.
- 1.3 A shortage of time or completed races is not a basis for variance from these policies.
- 1.4 The operator of a race management team vessel will promptly advise the Course Race Officer if he/she believes his/her vessel has substantially affected one or more boards racing.

2. Times/Timing/Changes In Schedule

- 2.1 Times will be based on GPS time.
- 2.2 Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.
- 2.3 To alert boards 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.
- 2.4 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 to start within ten minutes of the previous start.
- 2.5 The race management team will use the entire day if necessary to complete the schedule.
- 2.6 The Target Time of a Marathon (Long Distance) Race is at least 60 min.
- 2.7 The Finish Window for the Marathon (Long Distance) Race is at least 50% of the scheduled Target Time.
- 2.8 Time limits and target times are in minutes for divisions and as follows:

	Time Limit	Mark 1 Time Limit	Finish Window	Target Time
M COURSE RACE	40	12	20	20
W/L TRAPEZOID COURSE RACE	40	12	20	20

3. Decision to Race

- 3.1 The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these policies. Waiting for 'better' conditions may be unfair, and will be avoided.
- 3.2 The race management team may choose not to wait for the wind to 'stabilize'. Competitors can compete in "shifty" conditions.
- 3.3 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.

- 3.4 Wind will be measured from drifting boats.
- 3.5 Average wind speed will be determined over a five-minute period.
- 3.6 Races will not be started in less than an average of 5 knots (11 knots for Marathon / Long Distance Race) of wind established over the entire course area. This limit may be higher if there is strong current in the racing area. If, after the start, the wind is less than this limit the CRO may consider abandoning the race if pumping becomes the only means of propulsion.
- 3.7 There is no upper wind limit; the decision will be made by the Race Officer in consultation with Class Representative after considering the safety and fairness for all competitors.
- 3.8 Races will not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters.
- 3.9 Where possible, the race management team will postpone the racing ashore (AP, or AP over numeral pennant) or send competitors ashore (AP over H) if existing weather conditions are not suitable for racing.
- 3.10 There shall be a maximum 4 races per day
- 3.11 Three (3) races may be sailed "back-to-back".
- 3.12 After three races sailed back-to-back, or when a fleet is sent ashore having been called onto the water for more than 90 minutes, there shall be a rest period ashore of at least sixty (60) minutes for all boards affected. See Appendix A.
- 3.13 When racing back-to-back, the interval between the finish line closure and the new warning signal for that group will not be less than 10 minutes. This may be varied according to conditions.

4. Racing Format

4.1 Fleet Sizes

- a) Where there are 70 or fewer crews entered in a class/division, they shall race together in one fleet.
- b) Where there are between 71 and 85 crews entered in a class/division, the Class Representative shall decide whether they shall race in one fleet or whether there shall be a First Round followed by a Final Round.
- c) Where there are more than 85 crews entered in a class/division, they shall race a First Round followed by a Final Round.

4.2 Group Racing

- i) The crew heading the seeding list shall initially be in the first Group, crews in 2nd and 3rd positions on the seeding list shall be in the second Group, crews in 4th and 5th positions on the seeding list shall be in the First Group and so on.
- ii) Groups may be required to carry a ribbon provided by the local organiser tied to the batten retaining strap of the second batten down from the head of the sail. The LOA will post a notice stating where and when these ribbons will be issued before the first race of the day.

4.3 The decision of the Class Representative is final.

4.4 First Round

- a) The qualifying series (First round) shall be a maximum of 6 races and a minimum of 4 races. If fewer than 6 races have been completed at the end of the 2nd day the qualification series continues into the third day. If fewer than 4 races have been completed by the groups at the end of the 3rd day, the qualifying series shall be extended to the following days if necessary. If between 4 to 6 races have been completed at the end of the 3rd day the racing shall continue into the Final round.
- b) For the first day competitors shall be assigned to groups according to a seeding list defined as the competitors list in National letter and sail number order. In the case of an odd number of competitors, the last competitor to be assigned will race in the first Group. Groups in the first round shall be reassigned at the end of each day if all groups in a Class Division have completed an equal number of races. They shall be intermixed according their current (overall) standing in the Class Division.

- c) If both groups have not completed the same number of races by the end of a day, the groups with fewer races will continue racing the following day until all groups have completed the same number of races. All boards will thereafter race in the new groups.
- d) If at the end of the qualifying series a qualifying series group within a Class Division has more race scores than the other, any extra races will be abandoned so that all boards in the qualifying series of each Class Division have the same number of race scores.

4.5 Overall Standing

At the end of the First Round, an overall standing will be established. A crew's overall standing shall be the sum of their scores for all first round races excluding their worst score in accordance with the Sailing Instructions. If racing in the Final Round is not possible, this shall count as the official result. The competitor with the lowest score will head the overall standing.

4.6 Final Round

Racing in the Final Round will take place in the Gold and Silver Fleets. The Gold Fleet shall consist of the top 50% of crews based on the Overall Standings (Art # 4.5) plus one in the case of an odd number of entries. In case of ties at the break point those crews so tied shall sail in the Gold Fleet. The fleet lists shall be posted at least 1 hour before the first scheduled starting time of the first race of the Final Round

4.7 Fleet Standing

A crew's fleet standing will be the sum of their scores for all races excluding their worst score(s) in accordance with Art # 4.5. The crew with the lowest total score will head the fleet standing. Silver Fleet crews will be ranked in the fleet standing after those in the Gold Fleet.

5. Courses

- 5.1 The course length will be laid to give the first board of each fleet the best chance of achieving the target time.
- 5.2 The reaching leg angle will be 70° interior angle. Gates will be approximately 10 hull lengths wide, laid square to the sailing wind. Variations in width and angle may be appropriate to adjust for current or other prevailing conditions. Laser range finders will be used to determine the width of gates.
- 5.3 The race management team may use the M Course if conditions are an average of 11kts or above.
- 5.4 A marathon (long distance) race may be scheduled and shall count as one race in the championship series. Details shall be published on the Official Notice Board.

6. Scoring

- 6.1 Scoring will be according to WCR appendix A as amended for discards: there will be one discard after 4 races have been completed, and a second discard after 11 races have been completed.
- 6.2 For Group Racing when 4 races have been completed, the worst score shall be excluded; if 11 races or more are completed, the worst score from the first round and the worst score from the final round shall be excluded.

7. Starting Line

- 7.1 For upwind starts, the starting line 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.
- 7.2 When there is a gate mark directly above the starting line it will be laid at least 90 m above the starting line.
- 7.3 The table below is a guide for a starting line lengths for fleet racing upwind starts. A larger multiplier may be used in strong winds or heavy seas.

Board Length	Multiplying factor		
	Non-Planing	Marginal Planing	Planing
2.93	2	2.5	3

Starting line length = number of boards x Board length x Multiplying factor.

7.4 Laser range finders and/or GPS will be used to determine starting line lengths.

8. Sighting the Line/Timing/Signalling/Recording

8.1 The race management team will sight the starting line from each end.

8.2 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 boards getting close to the line, bunching, etc.).

8.3 If tapes are used, they will be labelled and preserved until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.

8.4 In no circumstances will an individual recall be signalled later than 5 seconds after the starting signal.

8.5 The race management team will not signal an individual recall and then a general recall.

8.6 Where possible video recordings will be made of the start.

8.7 Competitors, who have been scored OCS, UFD or BFD, and their coaches, may listen to the voice or video recording(s) of the applicable start(s).

9. Calling OCS/UFD/BFD

9.1 The race management team will not permit a race to continue if it believes that unidentified boards were over early.

9.2 When the ~~the~~ I flag has been used as a preparatory signal and the race management team is satisfied that all boards over the line have been identified, an Individual Recall will be signalled.

9.3 Except after a black flag general recall (when the requirements of WCR 30.4 will be met), the sail numbers of boards recorded as OCS, UFD or BFD will be posted on the start boards after boards have rounded mark 1 for the first time, or, in the case of more than one fleet on the same course, after the last fleet of that sequence of starts has rounded mark 1 for the first time.

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 in the event other influences cause boards 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) a drifting mark,

(b) a significant error in the timing of signals,

(c) other boards interfering with the competing boards,

(d) inappropriate starting line length or angle,

(e) the positions boards are taking on the starting line indicate a line bias in the minds of the competitors,

(f) a reduction in visibility preventing the race management team from sighting the starting line or identifying premature starters,

(h) 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 ten 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 over early boards (or that have broken WCR 30.1, 30.3 or 30.4) have been identified, a General Recall will be signalled.
- 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 WCR 30.3, if a general recall would result from unidentified boards on the course side of the starting line early in the minute prior to the starting signal, a postponement will be signalled immediately. If the race management team is satisfied that the starting line was fair then the next start will use WCR 30.4.

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

- 12.1 Flag 'Z' will not be used.
- 12.2 Each day the first start of the first race of each division shall begin with an I flag, in the case of a general recall the Race Committee may then decide to start with a U flag, followed by a black flag start.
- 12.3 In the event 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 U or black flag (WCR 30.3, 30.4) for each subsequent attempt.
- 12.5 An important principle followed by the race management team is that the black flag will only be used when general recalls are caused by the boards themselves, or rapid oscillations of the wind, and not by actions of the race management team.
- 12.6 When using the black flag, the race management team will make every effort to signal a postponement in the event of any problems with the starting line.

13. Shortening The Course

- 13.1 Race management team may decide to shorten the course according to WCR 32.

14. Abandonment

- 14.1 On the first half of the first leg, the race management team may abandon in the event of a major, persistent, wind shift (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 affects its ability to safely manage racing. The fact that boards 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 board will complete the course within the overall time limit, even if a new wind were to arrive. The further into the race, the less likely it is that the race management team will abandon the race.

- 14.4 The race management team may abandon the race when a new wind causes the fleet to invert.
- 14.5 Increase of wind speed: Once a race has been started, the race management team will not abandon the race simply because the average wind speed increases. The race management team will consider abandoning the race if it is unable to safely manage racing.
- 14.6 Unusual occurrences making the race unfair: 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 Change in wind direction:
 - (a) With a persistent wind shift of 10° or less the course will not be changed unless necessary to adjust for current or to provide a square run.
 - (b) 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.
 - (c) With a persistent wind shift in excess of 15°, the race management team will attempt to change the course to the new wind.
 - (d) With a persistent wind shift in excess of 45°, 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.
 - (e) 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.
 - (f) Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.
- 15.2 Changes in length of legs
 - (a) The race management team will attempt to minimize the number of changes in leg length to achieve target times. In general, changes in length will only be made if it appears that the time for the first finisher will be more than 20% outside the target time.
 - (b) Change in leg lengths will not be made to reduce a leg to less than 50% or increase a leg to more than 150% of original leg length.
 - (c) Changes in current may justify variations from these guidelines.
- 15.3 When changing the direction of the next leg (WCR 33), only a red rectangle or a green triangle will be used (i.e., the compass bearing will not be displayed).

16. Finishing Line/Finishing Procedures

- 16.1 The finishing line will be laid before the first board begins the final leg.
- 16.2 The blue flag will be displayed (with no sound signal) as the first board rounds:
 - (a) Mark 2 for the final time in the case of trapezoid courses; or
 - (b) Mark 1 for windward-leeward courses;
- 16.3 In the case of a late course change for the final leg, the blue flag will be displayed as soon as possible after the finishing line has been laid.
- 16.4 The finishing line will be approximately 50 metres in length, set square to the direction from the last mark for reaching finishes (square to the sailing wind for downwind finishes). Laser range finders will be used to establish the length of the finishing line.
- 16.5 The blue flag will be removed (with no sound signal) upon the earlier of: (i) expiration of the time limit, or (ii) Immediately after the last board finishes.

- 16.6 There will be two line-sighters on the finish boat (s), with at least one using a digital or tape recorder.
- 16.7 If tapes are used, they will be labelled and retained until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.
- 16.8 A written record of the finishing order will also be maintained by finish boat(s).
- 16.9 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. Corrections Due to Scoring Errors/Requests for Redress

When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.

- 17.1 If the race management team believes it may have made any other error affecting the outcome of the race for which redress may be available, it may request redress on behalf of the potentially affected board(s).
- 17.2 The race management team will consider requesting redress on behalf of a board if it is satisfied that that board's score has been made substantially worse by the actions of an official boat.

18. Race Committee Protests

- 18.1 Since the primary responsibility for protesting breaches of the rules rests with Competitors, the race management team will not normally protest a board.
- 18.2 The race management team may protest a board in the following circumstances:
 - (a) A breach of a sailing instruction that may not be protested by another board
 - (b) An apparent breach of good sportsmanship (WCR 2);
- 18.3 The sailing instructions may permit the Race Committee to impose standard penalties in some circumstances.

19. Equipment

- 19.1 Permission will be given for equipment substitution only when the Technical Committee is satisfied that the item of equipment has been damaged beyond repair.

20. GPS

- 20.1 All race management boats (signal, pin, finish, and mark boats) will be equipped with a GPS.
- 20.2 All GPS units will be set up to display as follows:
 - (a) Distance in nautical miles (nm)
 - (b) Time to local time zone in 24-hour format
 - (c) Compass bearing in magnetic
 - (d) Latitude and Longitude in degrees, minutes and decimal minutes (example: 39° 27.928 North, 034° 17.464 East)
 - (e) Map Datum WGS 84

21. Race Management Officials

- 21.1 The Championship Technical Committee Chairman (CTCC) is appointed by the International Techno293 Class Association for Continental and World Championships as well as for any other approved events. The PRO and CRO are appointed by the LOA, but require Class approval. They are responsible to ensure fair and equal competition of a consistent standard according to Class Technical Requirements.

21.2 The Class Representative:

21.3 is the Senior Class official on site during competition and;

21.4 will approve the Sailing Instructions, changes to the Sailing Instructions, Notices to Competitors, marks, ground tackle and Race Committee Boats;

21.5 will work closely with the Course Race Officer(s) (CRO) and may initiate action in relation to any matter concerning the race management.

22. Definitions

22.1 **Principal Race Officer** – the chief Race Officer appointed by Class or LOA responsible for the conduct of racing on all course areas.

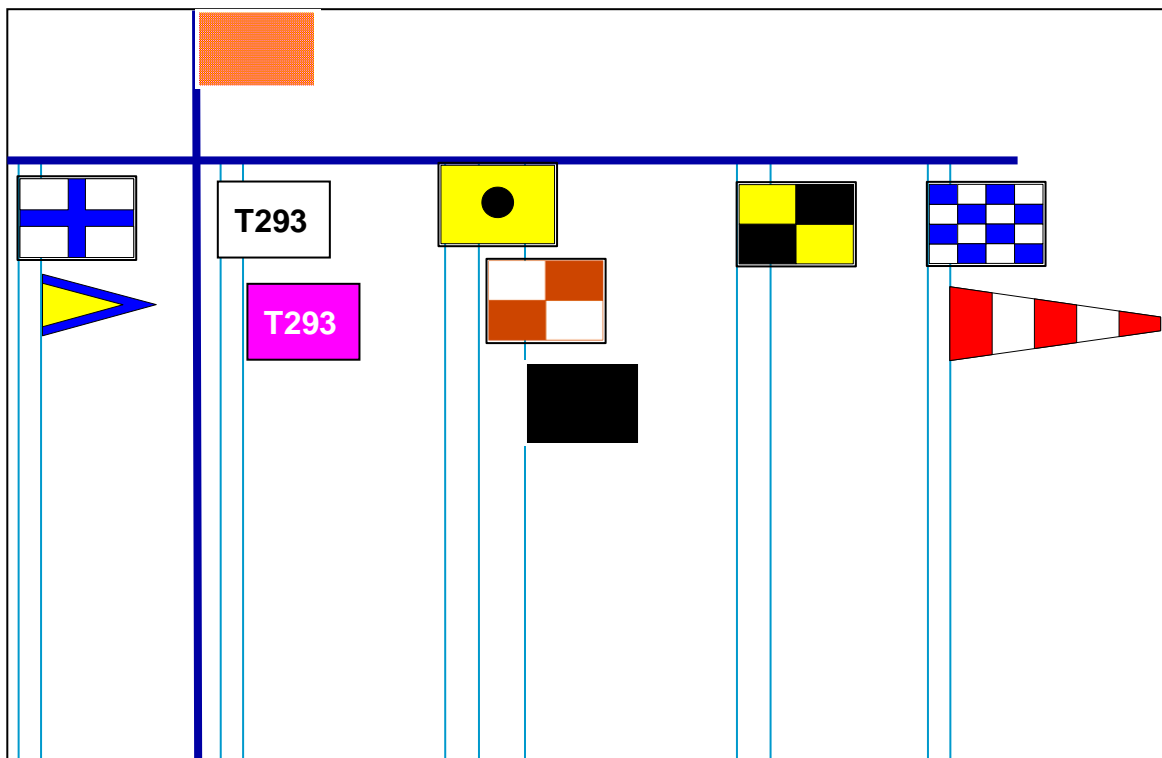
22.2 **Course Race Officer (CRO)** – a race officer appointed by the Organizing Authority. The Course Race Officer is responsible for managing the race management team for an assigned course area.

22.3 **Race Management Team** – the Principal Race Officer, Class Race Officers, Course Race Officers and all on-the-water volunteers responsible for managing racing.

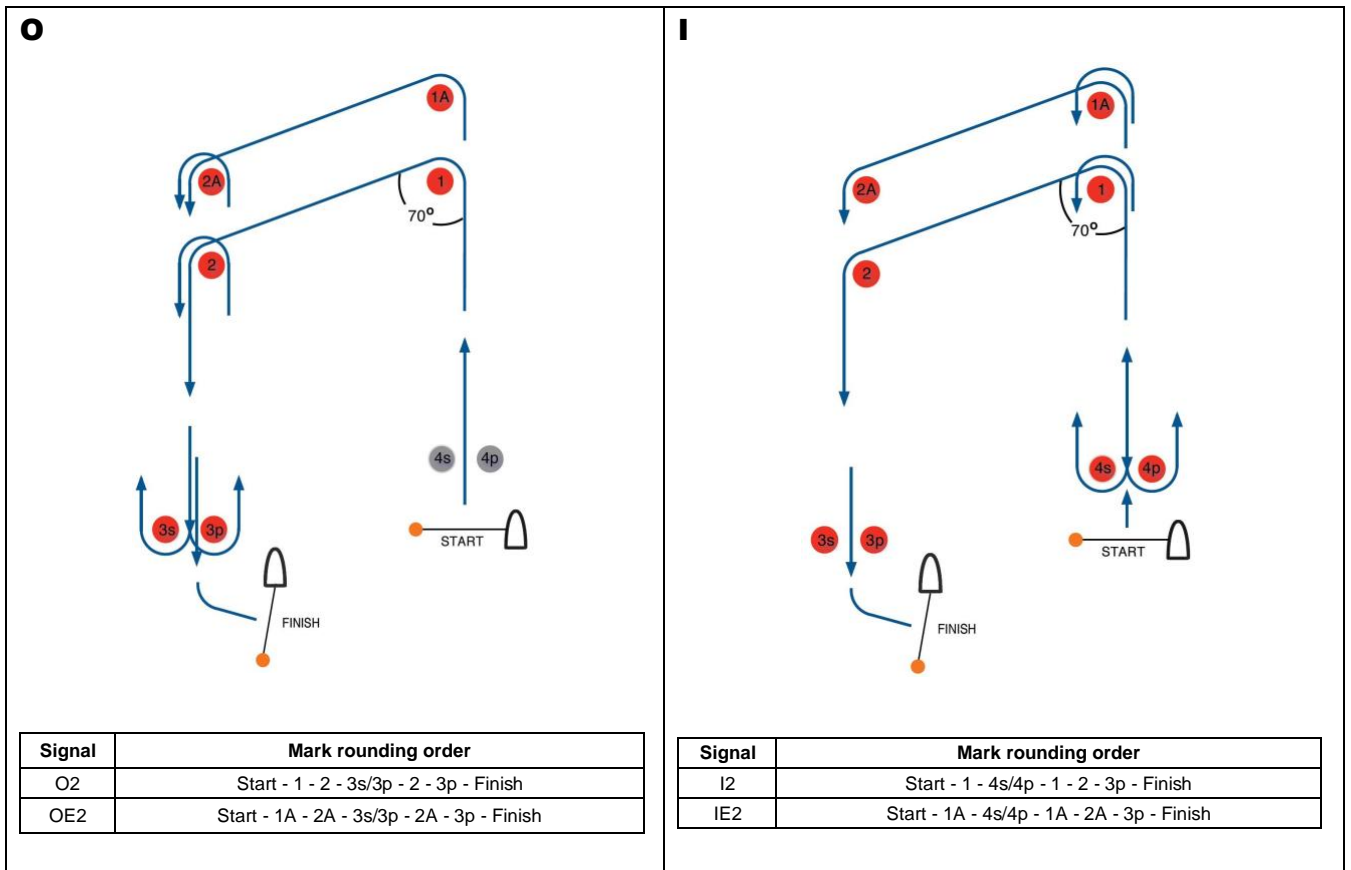
22.4 “Will” means the intentions of the race management team.

ATTACHMENT A – FLAG LAY OUT ON THE COMMITTEE SIGNAL BOAT

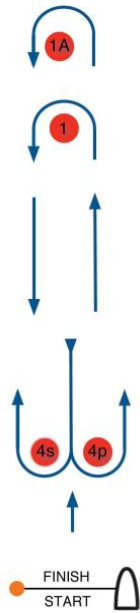
Flags ‘Grouped’ (halyards close to each other)



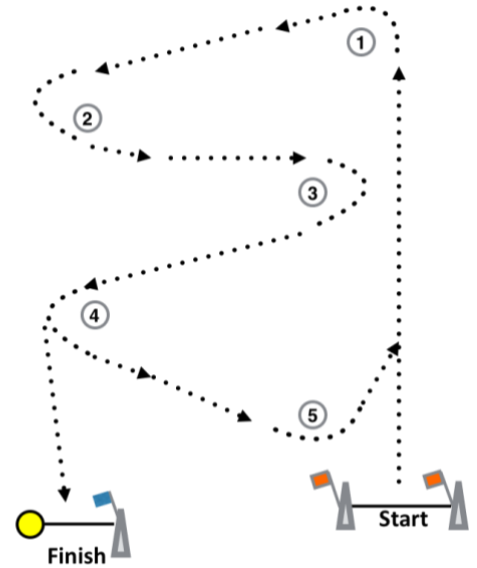
ATTACHMENT B1 – COURSES FOR UPWIND STARTS



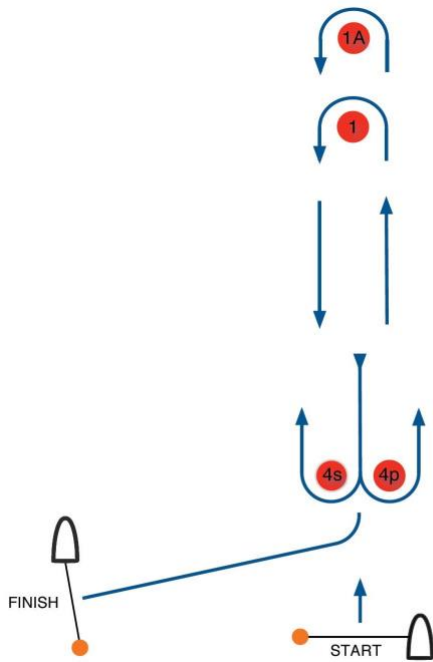
1A and 2A are optional.
 Gates (3s/3p and 4s/4p) may be replaced by single marks.

L

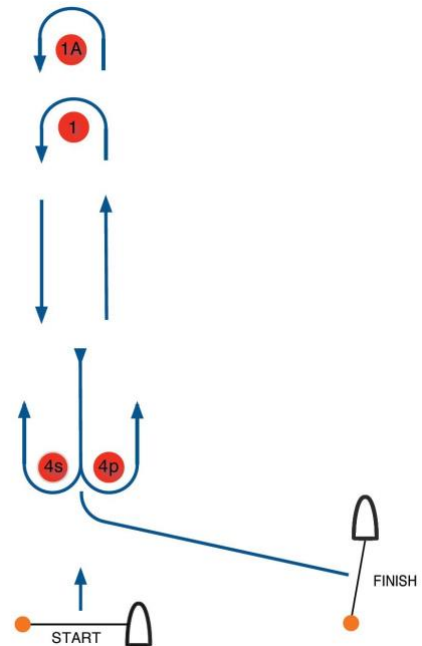
Signal	Mark rounding order
L2	Start - 1 - 4s/4p - 1 - Finish
LE2	Start - 1A - 4s/4p - 1A - Finish
L3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - Finish
E3	Start - 1A - 4s/4p - 1A - 4s/4p - 1A - Finish

M

Signal	Mark rounding order
M	Start - 1 - 2 - 3 - 4 - 5 - 1 - 2 - 3 - 4 - Finish

LG

Signal	Mark rounding order
LG2	Start - 1 - 4s/4p - 1 - 4s - Finish
LEG2	Start - 1A - 4s/4p - 1A - 4s - Finish
LG3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s - Finish
LEG3	Start - 1A - 4s/4p - 1A - 4s/4p - 1A - 4s - Finish

LR

Signal	Mark rounding order
LR2	Start - 1 - 4s/4p - 1 - 4p - Finish
LER2	Start - 1A - 4s/4p - 1A - 4p - Finish
LR3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - Finish
LER3	Start - 1A - 4s/4p - 1A - 4s/4p - 1A - 4p - Finish

1A is optional.
Gates (4s/4p) may be replaced by single marks.

Appendix A Techno 293 – Rest Periods Ashore

Rules

In the Standard Sailing Instructions there are four sailing instructions that govern the requirement for rest periods ashore.

[DP] [NP] Class Division flag displayed ashore with one sound means: 'the warning signal will be made not less than 45 minutes after that flag is displayed.' Boards shall not leave the beach until this signal is made. If the Class Division flag is NOT displayed competitors SHALL NOT go afloat.

There shall be a maximum 4 races per day, and a maximum of 15 races in the championship, for each division.

Three (3) races may be sailed "back to back".

After three races sailed back to back, or when a fleet is sent ashore having been called onto the water for more than 90 minutes, there shall be a rest period ashore of at least sixty (60) minutes for all boards affected.

When are boards 'called onto the water'?

A fleet is 'called onto the water' when their Class Division flag is displayed ashore with one sound

When must boards be sent ashore?

The race committee is required to send a fleet ashore when:

- 1) The fleet has sailed three races back to back
- 2) The fleet has sailed four races that day

Note: a race that is abandoned has not been sailed.

At all other times boards may be sent ashore at the discretion of the race committee.

When is a rest period ashore required?

A fleet ashore cannot be called onto the water again if it has sailed four races that day

When a fleet is sent ashore having sailed three races back to back, it must have a rest period ashore

When a fleet is sent ashore having sailed fewer than three races back to back, it must have a rest period ashore if, when the return to shore is signalled (AP over H or N over H), the time elapsed since its Class Division flag was displayed ashore is more than ninety minutes

In all other circumstances, boards ashore may be 'called onto the water' at any time.

How long must boards remain ashore?

When a fleet is required to have a rest period ashore, the minimum rest period is sixty minutes from the time the last boat in the fleet reaches the shore