



UK 29er Class - Race Management Guidelines for Grand Prix

Updated Feb 2019

The below are the guidelines the 29er UK Class gives its host Race Officer (RO) to express our preferences for Race Management at weekend events but the race officer may make decisions outside of the guidelines to ensure that racing is kept fair and safe. For the avoidance of doubt, failure to follow these guidelines may not be used as a basis on which to protest the outcome of an event or seek redress.

General Principles

- Races will not be started in winds of less than 4 knots but this may be increased to 6 knots in rougher sea conditions
- 29ers should not race in winds averaging more than 25 knots, or with gusts over 30 knots, but this average should be reduced to 22 knots in rough sea conditions
- Races once started should only be abandoned if racing becomes unsafe or because of a lack of wind or large changes in direction. Wind changes early in the race are more likely to lead to unfair racing than if they occur later in the race, but changes resulting in significant place changes for numerous boats are likely to lead to abandonment.
- The Race Committee should try, where possible, to avoid long waiting periods on the water particularly in heavier winds, preferring to wait on the shore rather than on the water

Courses: The course should be a windward - leeward course with reach finish, ideally of two laps (LR2) as defined in MEIs/SSIs. Should be two laps if flighted. When racing Inland and space is constrained it may be necessary to set a 3 lap race especially if windy. If that is so care should be taken to read the notes on recording and finishing.

Starting: The U flag should be used as the initial starting flag. If the line is good with good spread on the line and there is a general recall then the restart can be on the

black flag. However if the line is not good and there is bunching at one end of the line then the start line should be adjusted and the restart should again be on the U flag. If a black flag is used and the line is still biased, or there is a wind shift then the AP should be used rather than a general recall. The first start should never be black even if the time to get racing completed is short. Generally starting lines for skiffs should be slightly starboard end biased rather than port end biased.

Starting Line: The starting line should be 1.5 times the length of the boat (4.4 metres x 1.5) times the number of boats, so for 25 boats the line should be around 165 metres but this may be increased slightly in heavier winds. There should be a pin end committee boat with good anchors, plenty of warp and with a large high orange flag close to the bow of the boat. There should be no possibility of a boat's centreboard catching on the anchor warp of the pin boat so a counter weight should be used on the warp.

Finishing Line: The finishing line should be positioned off the bow of the starting committee boat at right angles to the course from the leeward gate. The finishing line should be 60 metres and a pin finishing committee boat at the windward end of the line is recommended. A pin buoy with flag can be used in smaller fleets

Leeward Gate: There will be a leeward gate on the course, the gate should be unbiased but taking account of the conditions on the race course, but approximately at right angles to the wind, with the distance between the buoys of 50 metres. This distance should be increased by 10 metres in rough sea conditions or winds above 15 knots or with a large fleet. The leeward gate should be no more than 50 metres upwind of the centre of the starting line to ensure that the last reach to the finish is a tight reach.

Changes of course: The course may be changed, by angle or length, but only by moving the windward mark for the second upwind leg and signalling the change of course at the gate using a white "Charlie" course board.

Target Times: The target time for all races shall be 30 minutes unless changed by the sailing instructions. (If entry is towards the upper limit of the single flight (55-60) the target time can be pushed to 35 mins - please define in SSIs).

Number of Races : 8 races are typically scheduled for a weekend event - 4 per day with one discard at 5 races if unflighted (as per the MEIs). If there is a significant risk of no racing on Sunday then the Class will want to have the extra (5th race) sailed on Saturday if there is no flighting. If there is no sailing on Saturday we would like the RO to try and get the 5th race in on Sunday if unflighted and the MEIs push back the last warning signal to 15:30 in that event. If flighted** the discard comes at 4 races and a split to Gold/Silver on Sunday if they are completed so the pressure is really to get 4 races and the extra (*5th) race is not necessary.

Turnaround times between Races: It is important to keep the time between finishing one race and starting the next race to an absolute minimum. The expected time is two minutes from Orange to Warning signal for all starts. It is therefore important for the adjustments to the windward mark to be made by the course setter as soon as the last boat has rounded the last windward mark and while the first boats are finishing.

Course setting. The class prefers to push through the race schedule rather than trying to set the perfect course. Set the line and course to the mean wind direction. The class aims to build as large a series as we can which reduces the element of luck inherent in skiff racing rather than seeking fewer “perfect” races.

Wind limits. Notwithstanding the above wind limits the RO should be comfortable that in light winds the boats can fly spinnakers and manoeuvre in the pre start. In a sloppy chop the minimum wind for fair racing will likely be higher than 4 knots. The sea state is a very important element of whether the Class deems it safe and appropriate to race in heavy_winds. The maximum wind limit appropriate for safe racing may be somewhat lower than 25 knots in large and steep waves. In heavy winds and/or a large sea the RO should consider consulting the Safety Lead and/or an appointed Class event organiser regarding the decision to race. Regarding the decision to race, the proximity of the shore to the race area is also of relevance for safety purposes when at the upper end of the wind range.

O/R Flag. The Class has the option, if the wind is consistently 10 kts or above, measured at deck level, to signal pumping etc is allowed in accordance with RRS Appendix P5 (O flag and R flag use). The decision to use RRS Appendix 5 should be

decided in advance (at the Race Management Meeting on Saturday morning) and should apply for the weekend.

W Flag / Recording. The race team must record boats through the leeward gate (2a/2b) on every lap. This is especially important in 3 lap races when boats can be lapped. As per the MEIs any boat that is sailing around the course when the Finish line is closed will be accorded a finish as per the position at the penultimate rounding of the gate (ie end lap 1 for a 2 lap race and lap 2 for a 3 lap race). Any boat that sails through the finish line that has not completed the required number of laps will be scored DNF.

Finish. The Finish Line should stay open for 10 minutes. Those not able to finish within that time limit should be scored as above. Note that the RO has discretion to inform boats that reasonable cannot get to the Finish line in time to return to the start area.

Finishing leg. The final reach should be a passive leg to enable easy finishing. The reach between gate and finish should be set such that boats can reach in a line through the finish and so that no gybe is needed. If anything err towards a tighter not broader reach as a very broad reach or one with a gybe makes the finish much more complex.

Flighting. The 29er Class should flight to two starts when the entry is in excess of 55 boats **. If there is sufficient space and access to a PIN boat we would tend to err towards 60 to cut and if less space we would tend to 50. When flighting occurs, the class does not wish to start the second flight as the first flight rounds the leeward gate, which is typically a problem when the second flight has had a general recall and attempts a second start. In this situation it may be necessary to delay the second start for a short time to allow the first flight to clear the gate. It may be necessary to go straight to Black Flag for all starts if there is pressure on time to get a series. The course must be 2 laps if flighted.

Course length

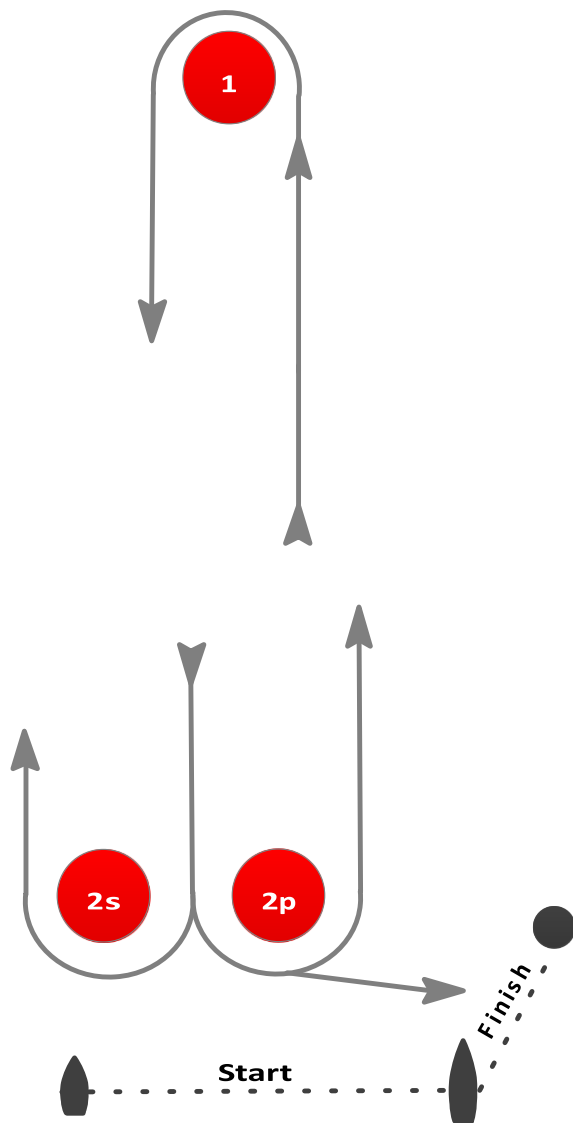
Attached is the standard reference for course timings. When the fleet size exceeds 40 boats (and up to 55) the course should always be 2 laps to enable the beat to be long enough vs the startline. In light winds with a large fleet (ie >40 in a start) the target time may need to be stretched slightly to accommodate a long enough beat.

<http://www.rya.org.uk/racing/raceofficials/resourcecentre/standard/Pages/DataReference.aspx>

Depth of water: Where the venue allows, it is advisable for major championships that 29ers always race in water more than 8 metres deep so that in the event of a capsize the mast will not be damaged by hitting the bottom.

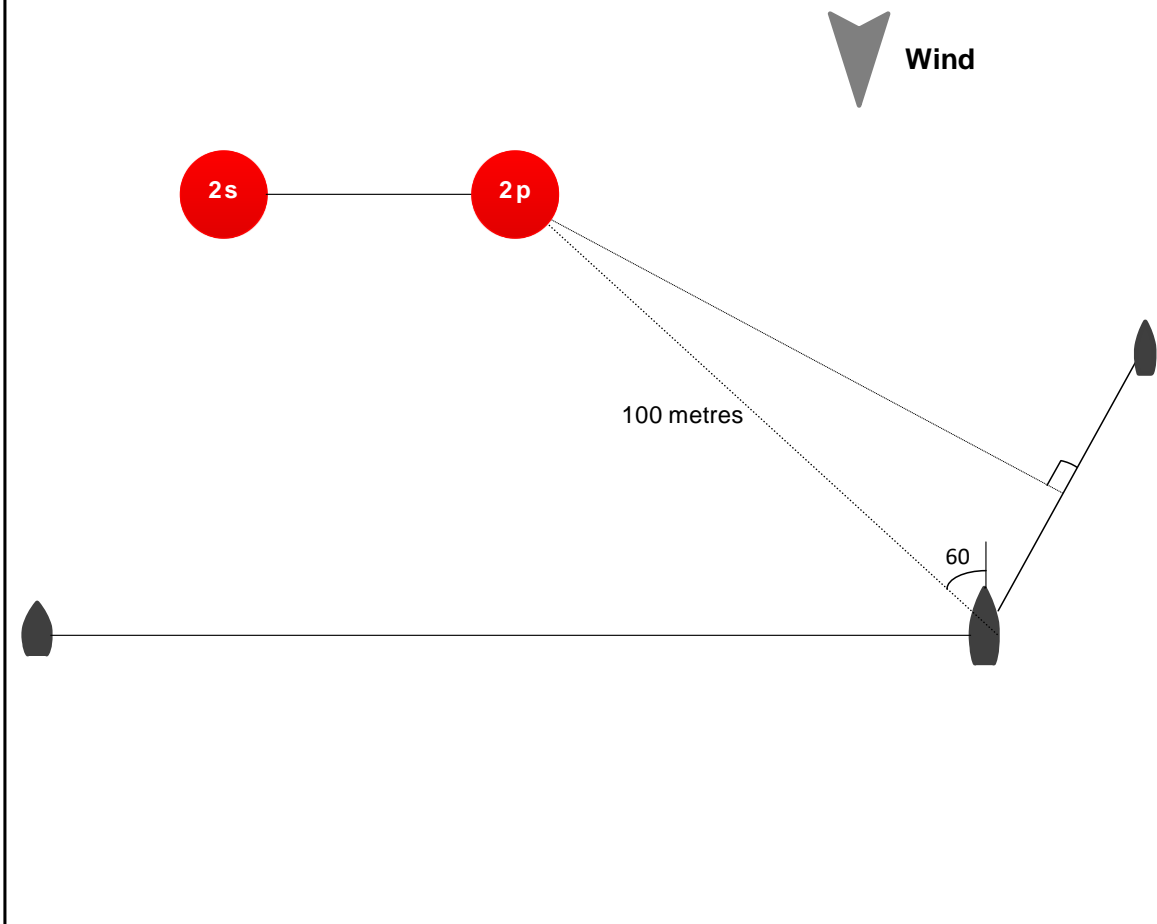
COURSE DIAGRAM

L	COURSE: WINDWARD / LEEWARD with reaching finish
Signal	Mark Rounding Order
L2	Start – 1 – 2s/2p – 1 – 2p – Finish
L3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2p – Finish



COURSE CONFIGURATION

	7x to 8x number of starters (7x increasing to 8x as wind increases)
	60 metres
	50 metres (increase up to 60 metres above 15 knots)



SAILING COURSE TIMES

29er

WINDWARD / LEEWARD COURSE

Target Time 30 minutes

Wind Range	5 - 8 Knots					8 - 12 Knots					12 - 15 Knots					15+ Knots				
Upwind Speed	20 mins/mile			Up Time (mins)	Down Time (mins)	15 mins/mile			Up Time (mins)	Down Time (mins)	13 mins/mile			Up Time (mins)	Down Time (mins)	12 mins/mile			Up Time (mins)	Down Time (mins)
Run Speed	12 mins/mile					8 mins/mile					6 mins/mile					6 mins/mile				
Leg Length Nautical Miles	L2	L3	L4			L2	L3	L4			L2	L3	L4			L2	L3	L4		
0.3	19.2	28.8	38.4	6.0	3.6	13.5	20.3	27.0	4.5	2.3	10.8	16.2	21.6	3.8	1.7	10.5	15.8	21.0	3.6	1.7
0.4	25.6	38.4	51.2	8.0	4.8	18.0	27.0	36.0	6.0	3.0	14.4	21.6	28.8	5.0	2.2	14.0	21.0	28.0	4.8	2.2
0.5	32.0	48.0	64.0	10.0	6.0	22.5	33.8	45.0	7.5	3.8	18.0	27.0	36.0	6.3	2.8	17.5	26.3	35.0	6.0	2.8
0.6	38.4	57.6	76.8	12.0	7.2	27.0	40.5	54.0	9.0	4.5	21.6	32.4	43.2	7.5	3.3	21.0	31.5	42.0	7.2	3.3
0.7	44.8	67.2	89.6	14.0	8.4	31.5	47.3	63.0	10.5	5.3	25.2	37.8	50.4	8.8	3.9	24.5	36.8	49.0	8.4	3.9
0.8	51.2	76.8	102.4	16.0	9.6	36.0	54.0	72.0	12.0	6.0	28.8	43.2	57.6	10.0	4.4	28.0	42.0	56.0	9.6	4.4
0.9	57.6	86.4	115.2	18.0	10.8	40.5	60.8	81.0	13.5	6.8	32.4	48.6	64.8	11.3	5.0	31.5	47.3	63.0	10.8	5.0
1.0	64.0	96.0	128.0	20.0	12.0	45.0	67.5	90.0	15.0	7.5	36.0	54.0	72.0	12.5	5.5	35.0	52.5	70.0	12.0	5.5
1.1	70.4	105.6	140.8	22.0	13.2	49.5	74.3	99.0	16.5	8.3	39.6	59.4	79.2	13.8	6.1	38.5	57.8	77.0	13.2	6.1
1.2	76.8	115.2	153.6	24.0	14.4	54.0	81.0	108.0	18.0	9.0	43.2	64.8	86.4	15.0	6.6	42.0	63.0	84.0	14.4	6.6

V4 Mark James

25 February 2019

V3 Paul Hammett / Andre Venis-Ozanne

16 January 2017

V1 Paul Hammett / Charlie Stowe / David Nicholls

5 October 2015

With thanks for guidance from David Campbell James and the use of his 49er RMGs as a template. Thank you also for comments from Tim Hancock, Ian Bullock, Peter Saxton and Stuart Childerley.

* Average over two minutes - preferably deck level on an anchored boat.

** The Class should determine the decision to flight as soon as practical after the entry closes mid week and inform the host club accordingly.