

**GYA Race Management Committee
Excellence in Race Management Award
Administrative Requirements**

1. Overview

- a. The GYA Race Management Committee will recognize annually *GYA Member Clubs* in the *Competition for Excellence in Race Management*.
- b. The GYA Race Management Committee will review entries and announce the results and award the *GYA Excellence in Race Management Trophy* at the GYA Awards Dinner.
- c. Qualified Observers (QO) will be determined by the Race Management Committee.

2. Eligibility Requirements

- a. The Organizing Authority must a request for a QO to observe the regatta.
- b. The QO must submit the Evaluation to the Race Management Committee on or before November 1st.
- c. Race Management must be performed by non-professionals.
 1. Non-Professionals are not paid for their services. Professionals are paid for their services.
- d. Regatta must have a minimum of three (3) races scheduled.
- e. The Notice of Race and Sailing Instructions must be submitted to QO.
- f. Regatta must be held between November 1st of the previous year and October 31st of the current year to be eligible for the current year.
- g. An event with multiple courses, the host club shall determine which course will be observed.

3. What is to be observed?
 - a. Notice of Race
 1. Was it written by PRO?
 2. Was it approved by PRO?
 3. Differences between NOR & SI (schedule)?
 - b. Sailing Instructions
 1. Was it written by PRO?
 2. Was it approved by PRO?
 - c. Competitors' Meeting
 1. Introduction of Key Personnel
 2. Post answers to questions?
 3. Friendly, courteous
 4. Announcements of unusual items
 - d. Weather Conditions
 1. Sea Condition: Wave Height and Distance between Wave
 2. Wind Speed: Unit of Measure
 3. Current: Outgoing/Incoming. Unit of Measure
 - e. Mark Setting Accuracy and Marks
 1. Degrees windward leg is off?
 2. Degrees leeward leg is off?
 3. Degrees jibe leg is off?
 4. Offset Mark Position
 1. Length
 2. Angle
 - f. Starting Lines
 1. Favor the port end?
 2. Pin Boat or Mark?
 3. Length
 - g. Finishing Lines
 1. Length
 2. If separate line, can it interfere with mark roundings?
 - h. Signal Visibility & Procedure
 1. Signal Boat
 2. Flags raised quickly?
 3. Location of flags (crowded, covered up) by another flag?
 4. Individual Recall flag displayed where?
 5. Course Display (easily seen)
 - i. Change of Course
 1. Charlie Flag Visibility
 2. Sound signals
 3. Left/Right or Course Heading Used?
 4. Location of Charlie boat to course?
 - j. Course Location
 1. Obstructions (land, channel)
 - k. Reaction to Wind Shifts
 - l. Response to Changing Conditions
 - m. Decision to Postpone and Abandon
 - n. Safety Considerations
 - o. End of the Racing Day
 1. Docking Signal
 2. Documents to be Posted
 1. Docking Time
 2. Race Actions

4. QO Overall Review Rating Matrix

- a. Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness.
- b. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness.
- c. Rating Legend
 - 7: Perfect – Major Flaws (0). Minor Flaws (0).
 - 6: Superior – Major Flaws (0). Minor Flaws (1).
 - 5: Excellent – Major Flaws (0). Minor Flaws (2).
 - 4: Very Good – Major Flaws (0). Minor Flaws (3).
 - 3: Good – Major Flaws (1). Minor Flaws (1).
 - 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2).
 - 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more).
- d. Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5

| <i>GYA Excellence in Race Management Review Sheet</i> | | | |
|--|------------------------------------|-----------------|--|
| Regatta Name, Host, Dates | | | |
| PRO: | | QO: | |
| Item | Score | Comments | |
| 5 | NOR | | |
| 6 | Sailing Instructions | | |
| 7 | Competitors Meeting | | |
| 8 | Weather Conditions | | |
| 9 | Mark Setting | | |
| 10 | Starting Line | | |
| 11 | Finishing Line | | |
| 12 | Signal Visibility & Procedure | | |
| 13 | Change of Course | | |
| 14 | Course Location | | |
| 15 | Reaction to Wind Shifts | | |
| 16 | Response to Changing Conditions | | |
| 17 | Decision to Postpone & Abandonment | | |
| 18 | Safety Considerations | | |
| 19 | End of Racing Day Summary | | |
| | Summary | | |

5. Notice of Race

a. The Notice of Race is an extremely important document. At first sight it would seem just a simple brochure with some useful information about the regatta, tourist information, etc. In legal terms, however, it can be seen as a formal offer to a potential competitor with the conditions under which he or she will be allowed to participate in the regatta. If the competitor enters the regatta on the basis of the Notice of Race, he must be assured that the event will be held at the time and place and for the class(es) specified. He must also be assured that participating in this regatta will not bring him in conflict with the ISAF eligibility rules, and the Notice of Race must tell him whether or not he will be permitted to display advertising on his boat or sails. Drafting the Notice of Race is a job that must be done with great accuracy. Outside help from a legally trained expert or the use of existing Notices from other major regattas as examples may prove useful. Make sure to be very clear and specific and avoid anything that could be ambiguous. Once it has been published, it will be very difficult to change anything in the Notice of Race. Since it is possible that not everyone receives the revised text in time, in general it is strongly recommended not to change anything in the Notice of Race that might have changed anyone's decision whether or not to compete, had he been aware of the change. Once the event starts and the competitors arrive, it will be possible to make certain changes by amending the Sailing Instructions. Here again, utmost care should be taken that nothing is altered that will change the nature of the regatta and the basic rules for it.

6. Sailing Instructions

a. Sailing Instructions are a “contract” between the Race Committee and each competitor. They should be unambiguous and not require further explanation; nevertheless there is usually a valid point or question from someone. To act correctly, you should ask for such questions to be submitted **in writing**, but this would often look too formal. And it would not contribute to facilitate the communication between Race Officials and competitors. Therefore you may accept oral questions as well as written ones. But to give equal opportunity to every competitor, especially to those who are not familiar with the language to be used for the answer, the Race or Protest Committee should reply to them **in writing** on the Official Notice Board. RRS Appendix J describes the requirements for Sailing Instructions and Appendix L provides a detailed guide

| Item | Score | Comments |
|--|-------|--------------|
| NOR | | |
| Sailing Instructions | | |
| <p>Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend</p> <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |
| Major Flaws: NOR & SI schedule different | | Minor Flaws: |

7. Competitors' Meeting

- a. The briefing usually precedes the practice race or the first race and may be undertaken either by the **Chairman of the Race Committee** or by the **Race Officer** for "his" classes, if there are several areas being run at the same time. Subjects which may be covered at the Skippers Briefing include:
- a friendly word of welcome (if there has not been a formal opening ceremony);
 - an introduction to key officials;
 - an identification of main shore locations (Race Office, Protest Room, etc.);
 - location of the Official Notice Board;
 - identification of Committee boats, Marks, etc.;
 - local sailing conditions such as tidal currents;
 - hazards and prohibited areas;
 - the course area;
 - food arrangements;
 - social arrangements;
 - prize giving;
 - specific rules of the Host Club;
 - Because the briefing has no authority in terms of the rules and the Sailing Instructions, statements made are not protestable and there is a responsibility upon the official conducting it to exercise great caution not to mislead.

| Item | Score | Comments |
|--|-------|----------|
| Competitors' Meeting | | |
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8. Weather Conditions

a. Daily observation: If conditions change during the day, per race(s).

| Item | Score | Comments |
|--|-------|----------|
| Weather Conditions | | |
| <p>Rating Legend</p> <ul style="list-style-type: none">7: Perfect –6: Superior –5: Excellent –4: Very Good –3: Good –2: Fair –1: Poor – <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |

9. Mark Setting

- a. Courses usually provide a combination of beating, reaching and running - each leg testing particular tactical and boat handling skills. Exceptions are long-distance point-to-point races, where often changes in weather provide the variations desired. Class rules, too, may specify special requirements. For example, 6 meter yachts race only on windward/leeward legs. Whatever the course configuration, convention and common sense should play a part in the course selection. Courses should be consistent and not complicated. Even for a course around harbor marks, all mark roundings, where the rounding could be either way, should be consistently port or starboard. Port-hand roundings are often preferred at a windward mark, because they simplify observance of the port-starboard rule. Therefore, for major events, where there are no geographical constraints, a porthand course is always used; except in match racing, where the organizers look for maximum tactical complexity, and therefore often prescribe starboard roundings. Looping around marks should be avoided. On a beat a fleet tends to spread out - the leading boats have clear air and less interference from other boats. On a run the leading boats may be blanketed and the fleet closes up. Because of this and because an upwind start is the fairest, a race should start with a beat or have a beating leg as soon as possible after the start. These criteria are met by the new- and old-style Olympic courses used for major events.

| Item | Score | Comments |
|--|-------|---|
| Mark Setting | | |
| <p>Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend</p> <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |
| Major Flaws: > 5 ^o off; Offset mark above windward mark or too long; Floating Anchor Line when boat hits it; | | Minor Flaws: < 5 ^o off; Offset mark too close; Floating Anchor Line when boat does not hit it; |

10. Starting Line

- a. There are a number of rules of thumb for determining the length of the starting line. Commonly used guides are 1.1-1.5 times the sum of the lengths of the boats in the fleet. The wind and sea conditions as well as the maneuverability of the racing boats should be considered.
- b. The starting line needs to be nearly square to the wind. For this the Race Officer needs a wind vane with a 90 degrees sighting device or use of a hand-bearing compass. He takes up a position at the staff on board which defines one end of the line, and with the wind vane held in clear air, sights at 90 degrees to the vane. If this is not possible, use a hand-bearing compass. The line personnel on the Starting vessel should make sure that they can sight the line any time: they need to stand 1 meter behind the mast or pole which marks the starboard end of the line.
- c. **Need to ask if PRO sets Square or 5° bias line.** It is customary to lay a starting line with approximately **5 degrees of bias favoring the port end**. The right-angled wind vane for line setting may be so constructed as to include a sight with this bias. The purpose of the bias is to encourage the fleet to make use of the whole line instead of just the starboard end. Too much bias may lead to congestion at the port end as boats compete with each other to take advantage of it. The Race Officer should observe how the fleet reacts to the bias on his first starting line and adjust as required for subsequent starts. This requires the bias on the first start to be accurately set and known.
- d. Remember that under RRS 27.2, the Race Committee may shift a starting mark at any time **prior to the Preparatory Signal** or, put the other way, all starting marks must be laid not later than the Preparatory Signal. Thus, with multiple starts at five-minute intervals, the starting line cannot be adjusted without delaying the starts.

| Item | Score | Comments |
|--|-------|----------------------|
| Starting Line | | |
| Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5 | | |
| Major Flaws: Can't lay either end of line; Line Flag Displayed | | Minor Flaws: Length; |

11. Finishing Line

a. There are **various kinds** of finishing line:

1. **Mark/Finishing vessel:** A line consisting of a Mark of the course at the port end and the Finishing vessel at the starboard end. For an old-style Olympic course this will usually be Mark 1, i.e. the race ends with a beat. However, with a shortened course, it is also possible to finish at Mark 3. The important thing is to ensure that the boats will automatically cross the finishing line when rounding the mark (this is for a port hand course). This type of finish is appropriate when there is only one class and its ability is reasonably uniform, with no boat being more than one lap ahead of any other.
2. **Separate line/upwind or downwind:** A separate finishing line approximately 0.1 to 0.2 NM (or less) to windward of Mark 1, the race ending again upwind with a beat, or approximately 0.2 NM (or less) to leeward of Mark 3, the race ending downwind with a run. The advantage is that any boat that still needs to round the mark (e.g. when there is more than one class on the course) can do so without being hindered by boats finishing. This type of finish is used where there are several classes competing on the same Race area, with reasonable fleets of up to 60-70 boats; and for one-class races with a large fleet and mixed ability.
3. **Land mark/buoy:** A typical long-distance course finish is one where boats have to cross the imaginary line between the Finish buoy and a mast ashore, in the direction of the course from the last mark, regardless of wind direction.

b. Whatever type of finish is used, for large fleets and/or close finishes it is recommended to have a Lineboat at the port end of the finishing line, with an extra recording team.

| Item | Score | Comments |
|--|-------|---|
| Finishing Line | | |
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| Major Flaws: Square to the last Mark > 5 ⁰ ; Line Flag Displayed; Position of Finish Boat; | | Minor Flaws: Length; Square to the last Mark < 5 ⁰ ; Upwind Finish: Is finish mark distinct from windward mark?; |

12. Signal Visibility & Procedure

- a. Separate the flags fore-and-aft on the committee boat if possible. This increases visibility from the starting area. The RECALL flag should be the foremost flag hoisted. (This is true for the Starboard line boat as the signal boat. The reverse is true if using a separate signal boat in front of the starting line.)
- b. Make sure that all flags and shapes are large enough to be seen by the competitors anywhere in the starting area.
- c. When displaying written information for the competitors to read (such as a course heading), be sure to use lettering that provides both enough SIZE and CONTRAST to be visible. 18 inch numbers written with a ¼ inch marker are much less visible than 8 inch numbers written with a ¾ inch marker.
- d. Hoist and remove flags and shapes quickly. The best method is probably to have the flag on a pole that is swung from horizontal to vertical.

| Item | Score | Comments |
|--|-------|--|
| Signal Visibility & Procedure | | |
| <p>Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness.</p> <p>Rating Legend</p> <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |
| Major Flaws: Flags raised/dropped on time; | | Minor Flaws: Flag Positions, Course Board Size |

13. Change of Course

| Item | Score | Comments |
|--|-------|---|
| Change of Course | | |
| <p>Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend</p> <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |
| Major Flaws: Charlie Flag not flown; No Sound Signals; Directional Signal not displayed; | | Minor Flaws: Position of Charlie Flag/Boat; |

14. Course Location

- a. It is assumed here that the race course will be purposely set for the races that are to take place, using separate marks and starting and finishing lines to be positioned depending on the wind direction. When racing is to take place around fixed harbor buoys or landmarks, the positions of starting and finishing lines may vary depending on the wind direction. If the Race Officer has to pick his own spot, the following applies: To set a course he will need to be competent in some basic geometry or enlist the services of someone who is. He will need a chart of the racing area showing relevant features which can be used for fixing positions, a cardboard shape or an outline on clear plastic film (e.g. overhead transparencies) of the desired shape made to the chart scale, instruments for transferring compass bearings to or from the chart, and a method of marking off distances. In enclosed waters, the course shape will reveal how much flexibility the Race Officer has in placing the course with regard to the wind direction. It may also indicate to him that a starboard hand course is necessary, although a port hand course is always preferred to avoid congestion at the windward mark.

| Item | Score | Comments |
|--|-------|--|
| Course Location | | |
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| Major Flaws: | | Minor Flaws: Too close to shore favoring one side of course; |

15. Reaction to Wind Shifts

- a. With racing under way, there is still little time for the Race Committee to relax. The wind must be constantly checked for variation. Abandonment and re-sail may have to be considered if there is a major wind change during the first leg, or when conditions are extremely heavy, in which case safety factors require that the fleet be under constant observation. The Race Officer will want to ensure that the Patrol teams are strategically placed to deal with emergencies. In case of little wind, close observation is also necessary: Information on wind strength and direction should come in or be sought from the RC boats around the course. The position of the leading competitors should be known at all times in case decisions have to be made regarding a course change. The recording of mark roundings, of 360 or 720 degree penalty turns and of protest flags seen all comprise useful intelligence which should be recorded. No specific guidelines can be given as to when to abandon and re-sail a race and when to continue. Any decision on this matter should be made considering the "pros and cons" for each competitor. The ability to know when to do it and when not to is one of the means by which a Race Committee can prove its skill and experience. It is up to the Race Officer to make this decision based on his experience and the information he receives from his fellow Race Committee members around the course.

| Item | Score | Comments |
|--|-------|--------------|
| Reaction to Wind Shifts | | |
| <p>Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend</p> <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |
| Major Flaws: | | Minor Flaws: |

16. Responding to Changing Conditions

- a. With racing under way, there is still little time for the Race Committee to relax. The wind must be constantly checked for variation. Abandonment and re-sail may have to be considered if there is a major wind change during the first leg, or when conditions are extremely heavy, in which case safety factors require that the fleet be under constant observation. The Race Officer will want to ensure that the Patrol teams are strategically placed to deal with emergencies. In case of little wind, close observation is also necessary: Information on wind strength and direction should come in or be sought from the RC boats around the course. The position of the leading competitors should be known at all times in case decisions have to be made regarding a course change. The recording of mark roundings, of 360 or 720 degree penalty turns and of protest flags seen all comprise useful intelligence which should be recorded. No specific guidelines can be given as to when to abandon and re-sail a race and when to continue. Any decision on this matter should be made considering the "pros and cons" for each competitor. The ability to know when to do it and when not to is one of the means by which a Race Committee can prove its skill and experience. It is up to the Race Officer to make this decision based on his experience and the information he receives from his fellow Race Committee members around the course.

| Item | Score | Comments |
|--|-------|--------------|
| Responding to Changing Conditions | | |
| <p>Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend</p> <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |
| Major Flaws: | | Minor Flaws: |

17. Decision to Postpone or Abandon

- a. One of the most powerful measures that a Race Officer can take is to postpone a race. A race can be postponed at any time before its Starting Signal (RRS 27.3) - and that means virtually until the last second - by displaying code flag AP (answering pennant) with two sound signals (RRS Race Signals). Race Officers should not hesitate to postpone the start if they feel something will influence the fairness of the start of the race. The competitors in a serious regatta will recognize such action as an attempt to offer them the best possible race quality.
- b. **Recommended Race Management Policies**
 - 1. In terms of Recommended Race Management Policies, Race Officers should use a postponement to communicate influences on the starting procedure that are not the fault of the competitors, e.g. wind shifts, a drifting starting mark, other boats 'unavoidably' interfering with the competitors, major failure in the timing of signals, etc.
 - 2. This difference of a few seconds may force the Signals Officer to take immediate and unexpected action, but an experienced Signals Officer will at any time of the starting procedure be prepared to signal code flag AP. And last but not least, signaling a Postponement instead of a General Recall may have material influence on the competitors' results, when the Z Flag Rule or the Black Flag Rule has been in force (see RRS 30.2 and 30.3).
- c. As in the case of changing course, the decision to postpone or abandon the race - and knowing when to do it and when not to - is a typical Race Officer skill. It is up to the Principal Race Officer (and possibly the judges) to decide, on the basis of his experience and the information received from the other Race Committee members.

| Item | Score | Comments |
|--|-------|--------------|
| Decision to Postpone or Abandon | | |
| Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5 | | |
| Major Flaws: | | Minor Flaws: |

18. Safety Considerations

- a. **Before the start:** When the boats start to sail to the course, the Patrol boats split into 3 groups. Each group follows one third of the fleet to leeward. Depending on the type of race course used, the course will be subdivided in several areas, with each Patrol boat assuming responsibility for one area. After escorting the competitors to the race area, boats may patrol to outside, or to leeward of, the starting line. Alternatively, they may stay with the Mother boat if it has their Safety Officer on board, or near the Safety Officer's boat.
- b. **After the start:** With the valid start, at least two Patrol boats will split to either side of the course, while the third one follows the tail-enders going through the middle. All cruise at low speed, controlling fundamentally the last third of the fleet. The procedure after that depends on the type of race course used. However, whatever the course type and the number of Patrol boats available, the members of the Patrol Team should always be fully briefed on the Safety Officer's plan before going afloat. The Patrol plan must ensure that all areas of the race course are covered by at least one Patrol boat at any time.
- c. **After the finish:** All groups then begin to accompany the fleet back to the harbor, in the same way as they did coming out, or back to the starting area for the next start.

| Item | Score | Comments |
|--|-------|--------------|
| Safety Considerations | | |
| <p>Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend</p> <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |
| Major Flaws: | | Minor Flaws: |

19. End of the Racing Day

- a. Docking Time shall be posted on the official notice board as soon as possible after docking.
- b. Race Committee Summary (RCS) should be posted. This document is a summary of the day's racing and lists items that are of interest to the competitors. IE: Protest, OCS, reported 720, etc. This document should be completed on the way in.

| Item | Score | Comments |
|--|-------|-------------------------------------|
| End of the Racing Day | | |
| <p>Major Flaw: A major flaw does affect the outcome of a race or the competition's fairness. Minor Flaw: A minor flaw does not affect the outcome of a race or the competition's fairness. Rating Legend</p> <ul style="list-style-type: none"> • 7: Perfect – Major Flaws (0). Minor Flaws (0). • 6: Superior – Major Flaws (0). Minor Flaws (1). • 5: Excellent – Major Flaws (0). Minor Flaws (2). • 4: Very Good – Major Flaws (0). Minor Flaws (3). • 3: Good – Major Flaws (1). Minor Flaws (1). • 2: Fair – Major Flaws (1 or 2). Minor Flaws (1 or 2). • 1: Poor – Major Flaws (3 or more). Minor Flaws (3 or more). <p>Half Scores may be used. 1.5, 2.5, 3.5, 4.5, 5.5, 6.5</p> | | |
| Major Flaws: Not Posting Docking Time | | Minor Flaws: Not posting RC Summary |

Common Mistakes

Before the Race

On the Signal Boat

- Class & Preparatory Flag Raise/Drop
 - $z = ((\text{Number of Races Started} \times 4) - \text{Number of Mistakes}) / (\text{Number of Races Started} \times 4)$
 - 4 is the default number of times the Class/Prep is raised/dropped per start
 - Z is the percentage of successful raises/drops
 - What about sound signal?
- Individual Recall – X Flag
 - 0 – 1 seconds (Immediate) – no penalty
 - 2 – 3 seconds (Acceptable) – needs a small penalty
 - 3 > seconds (Not Acceptable) – needs a big penalty
- Change of Course
 - Visibility of flag flown
 - Sound signal
- Line Length
 - Is there a formula to set the finish line length as there is for the starting line?

After the Race

- Not signing posted documents
- Not posting proper documents