



RACE MANAGEMENT FOR MATCH RACING AND TEAM RACING

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The Match Race Course

- Windward – Leeward course
- All marks to starboard
- Usually 2 laps but
- SI's may allow 1 or 3 laps



Course length

- Target time for a 3 match flight is 16 minutes.
- Check ---- the lead boat should be rounding the windward mark as the next match starts



Start line length

- 20 seconds of sailing time
- Ask a competitor to sail the line at the start of the day, they are usually happy to. This will give you a good idea of the required length.



Course setting

- Normally the umpires lay the marks for you.
- Be guided by them, but make you own mind up – be positive and sound confident.
- Umpires, its helpful if you raise a flag to show the wind direction when you are stopped at the anticipated buoy position.



Start Line Setting

NO BIAS

Stream the pin mark if at all possible:- its much more accurate than dragging it into position.






NO BIAS



Start sequence & signals

- RRS Appendix C Rule C3.1



Overall Time	Match Time	Flag	Comment
0	-10	 Flag F up	Attention Signal (One sound)
4	-6	Flag F down	No sound signal
5	-5	 Pennant 1 up	Warning Signal for Match 1 (One sound)
6	-4	 Flag P up	Preparatory Signal for Match 1 (One sound)
8	-2		If the boats have not entered the Box, the Race Committee flies their flag with one sound signal
10	START /-5	 Pennant 2 up Pennant 1 and P down	Match 1 start Warning Signal for Match 2 (One sound)



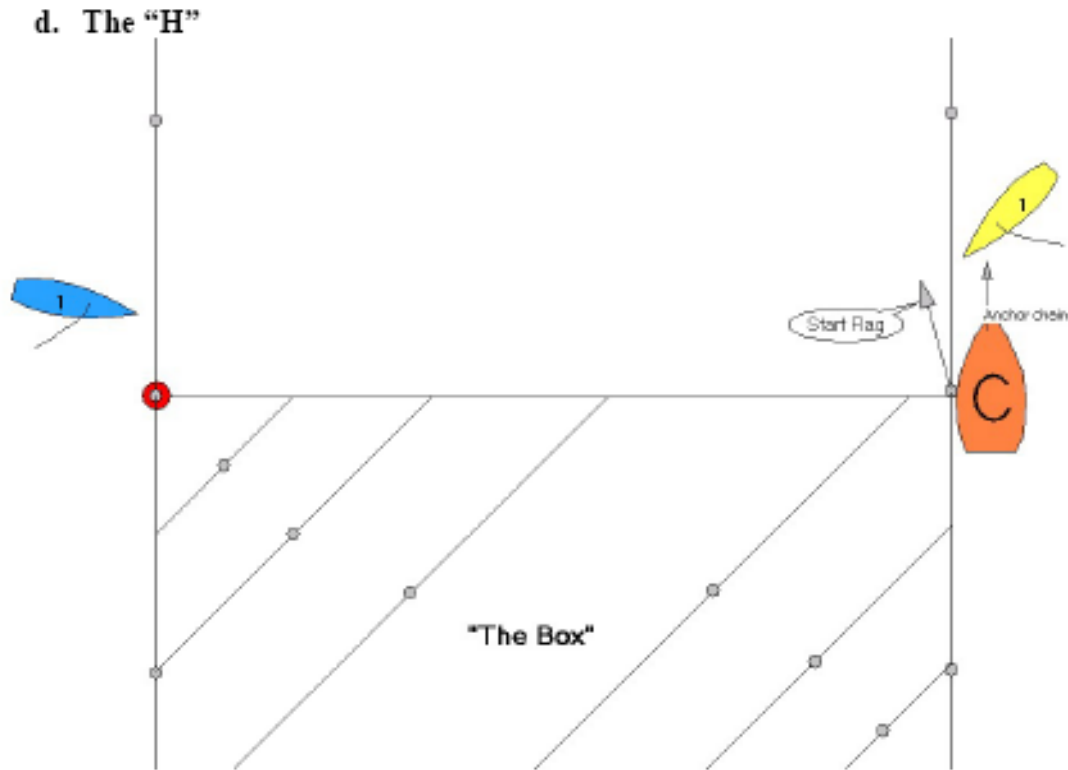
Before displaying the Attention signal

- Warn the umpires before the Attention signal each time, and check with the Chief Umpire before the first start sequence and after any delay in proceedings.
- Check there are no White flags displayed on the boats (signifying damage)



At the Preparatory Signal

- Check both boats into the start area and ensure they have entered correctly.



Both sail into the "box" from on course side after the Prep signal



Rule C4

- If one or both boats do not enter through the start line from the course side between the Preparatory Signal and 2 minutes to the start.
- Signal with a sound signal and raise the yellow or blue to indicate to the umpire which boat has not entered. All the boat must clear the start line at the first entry.



The start

C3.2 Changes Rule 29.1 Individual Recall

(1)

- When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat **with one sound**. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.



The start

C3.2 Changes Rule 29.1 Individual Recall

and

(2)

- When at a boat's starting signal no part of her hull, crew or equipment is on the course side of the starting line or one of its extensions, and before she *starts* sails to the course side across an extension, the race committee shall promptly display a blue or yellow flag identifying the boat. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.



Finishing

- Signal the winner of each match by showing the yellow or blue flag. Do not use a whistle, that's the umpires' means of communication.
- Make sure that the umpire has signalled the completion of any penalty before you signal the finish, better to wait to be sure than signal the wrong boat.



Other signals

- Before the start, talk to the Chief Umpire before you postpone any match. Postpone only if you have made an error or the wind shifts enough that the boats could lay the first mark or dies completely. A dragging committee boat or pin mark is also grounds for a postponement.
- After the start, talk to the Chief Umpire before you abandon any match. Abandon only if you have made an error or the wind shifts enough that the boats lay the first mark or dies completely.
- When a postponement or abandonment signal is removed the attention signal will be made one minute after.

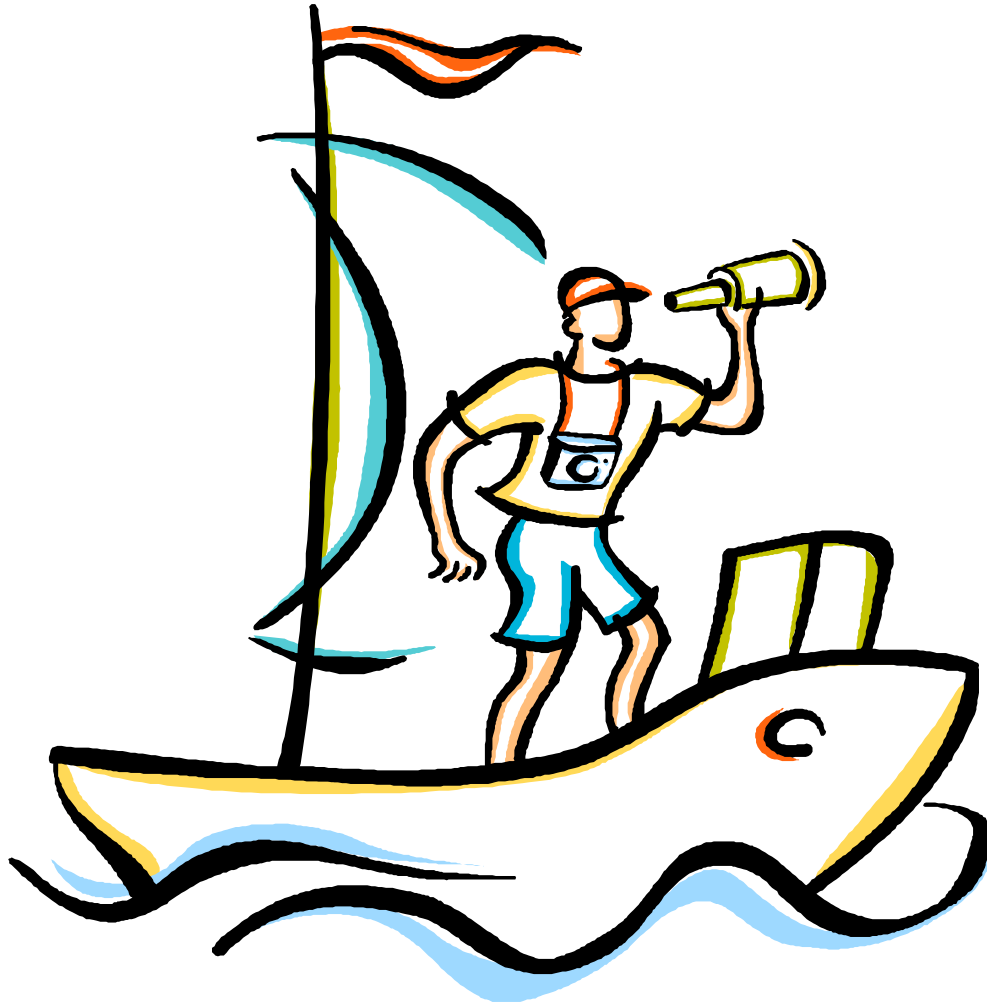


Starting the next Flight

- It is perfectly acceptable to signal the attention before the finish of the final match in the flight before, but do warn the umpires.



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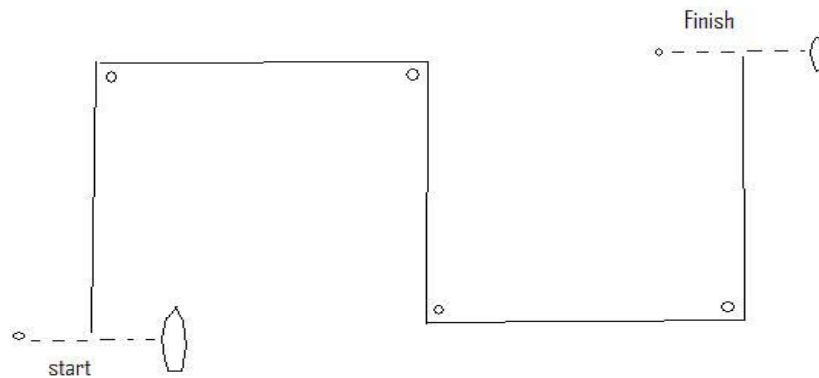




Team Racing

The course

- Starboard hand S course
- Port hand is mirror image but with start and finish boats at the starboard end of their respective lines



not to scale



Starting signals for automated clock and sound signalling

Signal	Time before start	Sound
Warning	3 minutes	3 long
Preparatory	2 minutes	2 long
	1 minute	1 long
	30 seconds	3 short
	20 seconds	2 short
	10 seconds	1 short
	5 seconds	1 short
	4 seconds	1 short
	3 seconds	1 short
	2 seconds	1 short
	1 second	1 short
Start	0 seconds	1 long



Starting signals for manual signalling

Signal	Minutes before starting signal	Sound	Visual signal	
Warning	3	one	Cone shape up	3 battens
Preparatory	2	one	Ball shape up	2 battens
One-minute	1	one	none	1 batten
Start	0	one	Ball shape down	0 battens



Other changes from “normal” check the sailing instructions

- Sound signals govern.
- A digital clock display may be used instead of the visual signals.
- Attention is drawn to an imminent warning signal by a series of short sound signals, this may override the 1 minute gap between lowering an AP and the warning signal.
- The race may be abandoned for any reason and signalled orally.



Other changes from “normal”

- The race number displayed on the committee boat will override all other communications, schedules or instructions.
- A yellow flashing light may be substituted for Flag X as a recall signal. It is normal practice to call the number of OCS boats but not to identify the boat/s.
- Only display the X or light signal for 30 seconds after the start.
- The start sequence may be based on a 3 or 4 minute cycle.



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