

International *Nacra 17* Class

Race Management Guidelines

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
- Races once started should only be abandoned if racing becomes unfair through lack of wind or large changes in direction
- Nacras should not race in winds averaging more than 25 knots but this average may be reduced in rough sea conditions
- Generally, only one fleet will race on a course at the same time
- 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
- Bow numbers should not be used, all sail numbers should be unique

Courses: The course should be a windward - leeward course with offset mark, ideally of two laps, LA2, but can be three laps, LA3, but this very much depends on wind strength and the course area available.

Lower wind limit: Races should not be started if it is too light for the spinnaker to fill or draw downwind. It is an indication that the lower limit is approaching when boats are not foiling downwind.

Starting: The U flag should be used as the initial starting flag. A black flag should be used on the second start unless there have been problems setting the line or there has been a wind shift.

Starting Line: The starting line should be 2 times the length of the boat (5.6 metres x 2) times the number of boats, so for 25 boats the line should be 280 metres but this may be reduced to 1.5 times in lighter winds.

Finishing Line: The finishing line shall be a shortened version of the start line of 80 metres with a committee boat at each end of the line. A pin buoy with flag should not be used. Reaching finishes should not be used.

Finishing Exclusion Zone: A Finishing Exclusion Zone should be set at the finishing line. When the blue finishing flag is displayed on the main committee boat NO boats shall enter the Finishing Exclusion Zone other than boats that are finishing who shall leave the zone immediately. See Attachment

Leeward Gate: There will be a leeward gate on the course; the gate should be at right angles to the wind with the distance between the buoys of 80 metres. This distance should be increased by up to 20 metres in rough sea conditions or winds above 15 knots or with a large fleet.

Changes of course: The course may be changed, by angle or length, but only by moving the windward mark for the second upwind leg by rotating on the leeward gate and signalling the change of course at that point using code flag 'C' and the change instruction using the white course board.

Target Times: The target time for all races shall be 30 minutes unless changed by the sailing instructions. The speed charts are a reasonably accurate guide for the *Nacra* but in the lower wind ranges the differences in wind strength can be significant.

Race Committee notice of intention: The Race Committee should, where possible, post a daily notice of intention giving details of races and timings for each fleet and on which course each fleet is to sail that day.

Turnaround times between Races: One of the most important points in *Nacra* racing is to keep the time between finishing one race and starting the next race to an absolute minimum, the target is two minutes from the last boat finishing to the attention signal for the next start. 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, while the first boats are heading to the finish and finishing.

Racing in Groups: All attempts should be made to end each day with the same number of qualifying races sailed by each fleet. No more than 4 races per day should be sailed. When racing in events with a large number of entries and the fleet is split into groups all efforts, where possible, should be made to race the different Qualifying groups in as close to similar wind conditions as possible. Everything should be done to avoid Yellow fleet racing all races in a day in over 20 knots where the Blue fleet race in less than 10 knots. This may be done by racing in a sequence of 2 Yellow races, 3 Blue races and then the final Yellow race. If conditions deteriorate the third Blue race can be postponed and the day ended with 2 races for each fleet.

Championship Series

With over 30 boats the Fleet will be split into Groups of approximately equal numbers of boats.

The Championship will be split into a Qualifying Series of up to TEN races, a Final Series of up to NINE races and. The Championship will be scheduled over SIX days of racing. The Qualifying Series and the Final Series are scheduled with THREE days of racing in each Series with a Medal Race held on the afternoon of the final day, however if the minimum of SIX races is not completed in the first THREE days then the Qualifying Series will be extended until at least SIX races have been sailed by each group.

A maximum of FOUR races can be scheduled each day.

Scoring guidelines

Qualifying series can be up to 10 races with one discard when 4 races have been completed. The overall points less discard (when applicable) are carried forward from the qualification series into the final series.

Final series can be up to 10 races with one discard when 4 races have been completed.

In the Qualifying series fleet re-assignments should be made at the end of each day but not until two races have been completed by all fleets.

In the Qualifying series, to avoid confusion, it is advisable to only publish overall results up to the last point when all teams have completed the same number of races. If extra races have been sailed by some fleets then individual race results should be published.

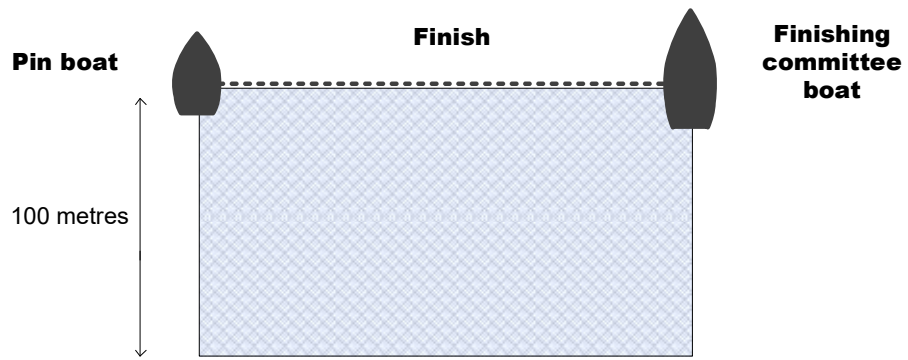
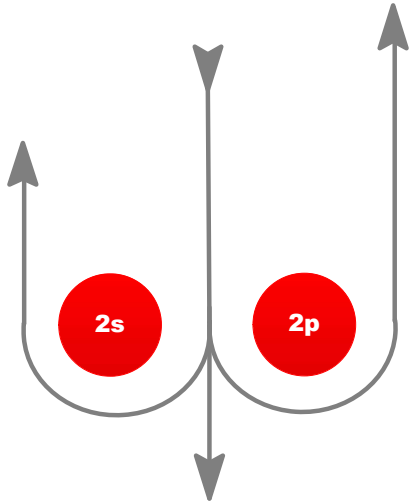
Medal Races: The target time for the *Nacra* Medal races is 20 minutes so the course is slightly smaller. The course diagram is the same as for normal racing..

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FINISHING EXCLUSION ZONE



EXCLUSION ZONE

LA	COURSE: WINDWARD / LEEWARD with spreader mark and leeward finish
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish

