



INTERNATIONAL STAR CLASS YACHT RACING ASSOCIATION RACE MANAGEMENT POLICIES AND PROCEDURES

*Please note that these policies are guidelines to the Race Management Team. **Failure to observe these guidelines is not grounds for redress by a competitor.***

1. Purpose

- 1.1. These guidelines are to promote consistent race management on the water for Star competitors at regattas at all levels, in the Star Class tradition of “Honoring the Past and Leading the Future” to provide good quality racing, and strive to provide fairness to all competitors.

2. Definitions

- 2.1. Organizing Authority (OA) will be in accordance with Racing Rule of Sailing (RRS) 89.1 and, per STCR 23.5.6, consists of the International Governing Committee of the International Star Class Yacht Racing Association (ISCYRA) for ISCYRA World Championship (“Gold”) or Continental or Hemisphere (Silver) events or, for Blue or Green events, the respective District Committee of the ISCYRA, in conjunction with the Host Club.
- 2.2. Host Club – **Insert the name of the host fleet, club, or facility. This body will be, per the above, part of the OA.**
- 2.3. Principal Race Officer (PRO) – a Race Officer appointed by the OA. The Principal Race Officer is responsible for managing the duties of the Race Committee (also referred to as the Race Management Team) under RRS 90.
- 2.4. Jury/Protest Committee – an International Jury (required for a Gold event), composed in accordance with RRS Appendix N, or a Protest Committee (for all others), should be appointed in accordance with STCR 37.
- 2.5. Liaison Team – a Race Committee member (the PRO is preferred) representing the Race Management Team and a group of competitors representing the fleet, to foster communications between the two groups.
- 2.6. “Will” as used herein means the intentions of the Race Management Team.

3. Safety

- 3.1. While the decision to race lies with the competitor (RRS 3), once on the water, the safety of competitors is the first priority of the Race Management Team. The Team shall consider all elements of racing, from launching boats prior to racing, transiting to and from the course area, and a need to haul boats after racing, safely. Considerations include, but are not limited to, approaching or departing weather systems, commercial or other traffic in the area, time of day, etc.
- 3.2. The PRO shall coordinate with a designated Race Committee or shore team member to keep track of whether competitors are on shore, in-transit to the race course or on the race course.
- 3.3. In the event a boat suffers a breakdown, the nearest support or mark boat will immediately verify two heads above water, look for the “OK” signal (head pat) or “I need assistance” signal (crossed arms). If the signal is “OK”, continue to monitor until it is determined that assistance is or is not required.
- 3.4. Please note and include in your thinking new RRS 37 and NoR 14.7 from the template, requirements for Support Persons. Some venues have stricter requirements, which obviously prevail, some are less strict.

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- 3.5. In the event of an evacuation from the water, and after racing is completed for the day, all mark and support boats will “shepherd” the fleet back to the beach. Support boats will remain on the water until all boats are accounted for.
- 3.6. World Sailing Regulations require all WS Classes to report any incidents at an event under ISCYRA jurisdiction within 30 days. Contact the Class Office for guidance and assistance in complying with this Regulation.

4. Regatta Documents

- 4.1. Regatta Documents refer to the Notice of Race (NoR), to be prepared by the host club, and the Sailing Instructions (Sis) to be prepared by the Race Committee (usually the PRO), and any amendment to either, in consultation with the Regatta Manager. The Class maintains templates for both and these should be the foundation of document preparation, and conform to the current RRS and the Rules (and traditions) of the ISCYRA (STCRs). STCRs will not be changed for ISCYRA-sanctioned events without approval from the ISCYRA, in the form of an approval from the International Governing Committee (IGC) of the ISCYRA in accordance with STCR 18.2.1. The ISCYRA Regatta Manager can and should assist in the preparation of these documents.
- 4.2. The 2021-2024 RRS have changed the publication deadline for the NoR, in that it must now be able to be delivered upon an entry, whereas it was suitable to publish before the first race, thus entries cannot now be accepted if the NoR cannot be delivered. The NoR will contain Rules of the regatta, per definition, which are not to be repeated in the SIs. The purpose of the NoR remains to provide information relevant to a sailor deciding whether to attend and properly prepare for an event. Rule changes that will affect the decision and preparation can be phrased as “RRS xx *will* be changed...” or STCR yy.y *will* be changed...” in order to alert potential competitors that the event will deviate from published Rules.
- 4.3. The SIs also (and always have) qualified as Rules of a regatta, per RRS definition. The Class-maintained templates contain many options for items critical for Star events, most options are provided to accommodate various venue and personnel capacities.
- 4.4. Amendments to either NoR or SIs should be passed by the Regatta Manager or other Class officer, especially if there are sweeping changes made to the procedures of the regatta. Schedule changes that are provided for in the RRS or STCRs, for example, do not qualify as sweeping changes. Changes that more widely affect the event should be known by the Class officers before they are enacted.

5. Times/Timing/Changes In Schedule

- 5.1. Times will be based on GPS time to ensure consistency and a common base for time observance. It is good practice to ensure all times are synchronized prior to the start of RC activities for the day.
- 5.2. Starts may be delayed for competitors to reach the race area if they could not have arrived with reasonable diligence.
- 5.3. To alert boats 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 for sanctioned events or events with more than 30 competitors.
- 5.4. The orange starting line flags(s) will be removed (with no sound signal) at the time stated in the Sailing Instructions to coincide with the starting time limit.
- 5.5. The Race Management Team will use the entire day if necessary to complete the schedule, in keeping with safety considerations.

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- 5.6. The Race Management Team will use ISCYRA Race Formats (STCR 34.3.7) as guidelines for number of races in a day unless a change is approved and authorized by the Organizing Authority and properly posted in, or as an amendment to, the Notice of Race or Sailing Instructions.
- 5.7. The Race Management Team should make reasonable attempts to adjust the schedule and number of races a day based upon the anticipated weather forecasts of the event. The process to get a race ahead of schedule, if any, must be noted in the NOR and Sis.

6. Radio Communications

- 6.1. STCR 31.2.6 has been amended to allow (but shall not require) the use of VHF radios by competitors to listen to Race Management Team communication on a specific channel stated in the NOR and the SI's. Information provided on this channel should not replace any other information the Race Management Team is required to provide the competitors and it should not provide additional information that is not otherwise available to competitors not utilizing a VHF radio. This channel should be reserved for communications strictly with the fleet, and not between the Team members.
- 6.2. Competitors may not listen to broadcasts on channels other than the specified channel in the regatta documents or Channel 16, the International Hailing and Distress Frequency. Doing so should be considered a violation of RRS 41, Outside Help. At the very least, and as noted in the SI template, any information obtained by "eavesdropping" will not serve as grounds for redress.

7. Decision to Race (NOT RRS 3)

- 7.1. The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these Policies.
- 7.2. The Race Management Team may wait for the wind to "stabilize" in direction and velocity. Local conditions will be considered in order to assure quality racing.
- 7.3. 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 should start the race. The wind shift may not occur, the course can be corrected or the shift may occur after the race is completed.
- 7.4. Wind will be measured from drifting (stationary in the water) boats.
- 7.5. Average wind speed will be determined over a five minute period.
- 7.6. Races will not be started in less than an average of 4 knots of wind as measured in the starting area and the weather mark. This lower limit may be adjusted if there is strong current or other local conditions particular to the racing area, or if it is unlikely to complete the first leg within the race's Format time limit.
- 7.7. Races will not be started in excess of an average of 23 knots sustained. This limit may also vary depending upon sea conditions, current and rapid changes in direction and/or anticipated extreme velocity increases.
- 7.8. Races will not be started if reduced visibility prevents the Race Management Team from sighting the starting line and identifying premature starters. The fact that the first mark cannot be seen from the starting area is not, in and of itself, a reason to postpone racing.

8. Courses

- 8.1. Courses will be laid in accordance with STCR 34.3. Non-ISCRYA sanctioned events can use these rules as guidelines and adjust the requirements as needed to maintain quality and fairness for the competitors.

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- 8.2. Course selection will depend on wind strength (generally Course 0 or 1 if sustained wind in excess of 16 kts, condition-dependent) and on location of next activity. If subsequent racing is scheduled, the finish should be at the same end of the course as the subsequent start. If no more racing is scheduled, the finish should consider the best sailing angle to port for the fleet.
- 8.3. Course axis signaled from the Signal Boat will be the magnetic direction from the middle of starting line to Mark 1 if there is a mid-line boat, otherwise from the signal boat. The direction displayed may be as adjusted for the differential from the middle of the starting line (assuming no mid-line boat) to Mark 1. It is also proper to consider the squareness of the run leg(s) when setting up the course.
- 8.4. For course legs generally longer than 1.5nm, it is advisable to have some kind of stake boat or other visual aid to assist the sailors in locating a Mark from the opposite end of the leg.

9. Starting Line

- 9.1. Starting lines will generally be laid square to the median sailing wind or up to 5 degrees favored to one end or the other. Current, favored side of the course, expected wind shifts and other variables may justify variation from an attempt at "perfectly square" starting lines.
- 9.2. Laser range finders and/or GPS will be used to determine starting line lengths. The Race Management Team will afford a minimum of 30' of line length for each competitor.

10. Gates

- 10.1. Gates may be laid after the start of the race and will be located within the triangle formed by the Signal Boat, the port end of the starting line, and the windward mark unless a course change is signaled at the windward mark.
- 10.2. Gates will be approximately 200' wide, laid square to the sailing wind. Variations in width and angle may be appropriate to adjust for current or other prevailing conditions.
- 10.3. Laser range finders and/or GPS will be used to determine the width of gates.

11. Sighting the Line/Timing/Signaling/Recording

- 11.1. The Race Management Team should announce a countdown at least to the Warning Signal to the fleet on the designated VHF channel.
- 11.2. The Race Management Team will sight the starting line from each end.
- 11.3. 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 boats getting close to the line, bunching, etc.).
- 11.4. If tapes are used, they will be labeled 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.
- 11.5. All Competitors may listen to the voice recording(s) of the applicable start(s) upon request. Also, the time and location for doing so each day may be posted on the Official Notice Board.

12. Calling OCS

- 12.1. When the Race Management Team is satisfied that boats over the line have been identified, an Individual or General Recall will be signaled in accordance with RRS 29.

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- 12.2. RRS 30 (Starting Penalties) will be signaled accordingly (see also P&P 15).
- 12.3. The Team will announce the bow or sail numbers on the designated VHF channel in addition to displaying the appropriate penalty flag and posting the bow or sail numbers at or near Mark 1. The following language should be in the NOR and the Sis: Failure of the Race Committee to transmit, failure of a competitor to receive, mistaken transmissions, and order of hail shall not be grounds for granting redress. This changes RRS 62.1(a).

13. Postponing A Race During The Starting Procedure

- 13.1. The Race Management Team will postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start.
- 13.2. 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 boats to bunch at one end of the start line. In rapid oscillations the Race Management Team will endeavor to lay a starting line based on the mean oscillations expected.
- 13.3. If a wind shift occurs before the starting signal - even in the last minute before the start such that it significantly increases the risk of a general recall, a postponement will be considered.
- 13.4. If the positions boats are taking on the starting line indicate a line bias in the minds of the competitors, a postponement will be considered.
- 13.5. In the circumstances described in 12.1 to 12.4, if the Race Management Team determines that adjusting the starting line is likely to improve the chances of a fair start without a general recall, then a very late postponement will be considered.
- 13.6. The Race Management Team will also consider postponing the start for any of the following reasons: a drifting mark or Team boat, a significant error in the timing of signals, other boats interfering with the competing boats, inappropriate starting line length or angle, a reduction in visibility preventing the Race Management Team from sighting the starting line or identifying premature starters, and other factors that might affect the fairness of the race.
- 13.7. 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.

14. General Recall

- 14.1. In case of any problems with the starting line (such as length, or angle to the wind, etc.) a postponement may be signaled, even up to the last second before the start, instead of a general recall.
- 14.2. 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.
- 14.3. When the Race Management Team is not satisfied that all boats over early (or that have broken RRS 30.1, 30.3 or 30.4) have been identified, a General Recall will be signaled.

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

- 15.1. Flag I (RRS 30.1) is generally not used, especially on long, two-boat starting lines. Flag Z (RRS 30.2) will not be used.

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- 15.2. Flag P will be used for the first attempt of the first start of the day (or of the regatta, for a two-day series).
- 15.3. 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.
- 15.4. If the Race Management Team is satisfied that a General Recall was not the result of the issues described in 15.3 above, it should use the penalty flag for a subsequent attempt and for the remaining races of the day (or regatta, as above). If another General Recall occurs under that flag, then the Race Management Team will use the next penalty flag for a subsequent attempt.
- 15.5. An important principle followed by the Race Management Team is that the U and Black flags will only be used when general recalls are caused by the boats themselves, or consistently rapid oscillations of the wind (not just one shift toward the end of the starting sequence), and not by actions of the Race Management Team.
- 15.6. When using the Black flag, the Race Management Team will make every effort to signal a postponement prior to the starting signal in the event of any problems with the starting line.

16. Abandonment

- 16.1. On the first half of the first leg, the Race Management Team should abandon in the event of a major, persistent, wind shift (in general, approximately 25 degrees or greater). After that, the Race Management Team will let the race continue if it is able to adjust to the changed conditions fairly. However, if adjustments fail to correct the course and result in two legs that do not require tacking or jibing, the race should be abandoned.
- 16.2. Collapse of wind: The Race Management Team may abandon the race when it is unlikely that the leading boat will complete the course within the overall time limit, even if a new wind were to arrive (i.e it would not be physically possible to finish the race). The further into the race, the less likely it is that the Race Management Team will abandon the race.
- 16.3. 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 boats cannot see the next mark from the prior mark is not, in and of itself, reason to abandon the race.
- 16.4. The Race Management Team may abandon the race when a new wind causes the fleet to invert or otherwise significantly compromises the fairness of the competition.
- 16.5. 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 slightly beyond the stated limits. The onset of storm level winds is most certainly good reason to abandon a race. The Race Management Team will always consider abandoning the race if it is unable to safely manage racing both for the individual boats and for the RM team in general.
- 16.6. 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.
- 16.7. Frequent and violent wind shifts: 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 that case, the race may be abandoned.

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However, if adjustments fail to correct the course and result in two legs that do not require tacking or jibing, the race should be abandoned.

- 16.8. Competitors are reminded in the SIs that the decision to race, or to continue to race, is their sole responsibility.

17. Adjusting The Course To A New Wind Speed Or Direction

- 17.1. Change in wind direction:
- (a) With a persistent wind shift of 5° or less the course will not be changed during a race unless necessary to adjust for current.
 - (b) Between 5° and 10° 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 10°, the Race Management Team will attempt to change the course to the new wind.
 - (d) With a persistent wind shift in excess of 45° and considering the provisions of Section 15, 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.
- 17.2. Shortening a race under RRS 32 remains against STCR 34.3.1. Changes in length of legs in accordance with RRS 33(b) are legal within the lengths per the STCR.:
- (a) Change in leg lengths will not be made after the first boat is on any subject leg the first time in a given race. See STCR 34.3.7 (Formats) for guidelines.
 - (b) The Race Management Team will attempt, but are not required, to set leg length to achieve target times within the limits of STCR 34.3.7.
 - (c) Changes in current may justify variations from these guidelines.
- 17.3. (a) When changing the direction of the next leg (rule 33), the compass course to the changed mark should be displayed. Should a red rectangle or a green triangle be used in lieu of posting the new compass heading, the changed mark must be in position prior to the first boat starting the changed leg.
- (b) If VHF radios are being used, a course change or the maintenance of the existing course may be announced to the competitors, but does not replace the above requirement.

18. Finishing Line/Finishing Procedures

- 18.1. The finishing line will be laid before the first boat begins the final leg, unless being changed in accordance with section 17.3 above and 19.3 below.
- 18.2. The orange and (if used) blue flags will be displayed (with no sound signal) as the first boat rounds the previous Mark. Orange flags are preferable to blue flags to define the finish line, as there are many blue flags on many boats nearby the actual finish line. If Orange is used, the SIs must state the change to Race Signals, Blue flag.
- 18.3. In the case of a late course change for the final leg, the orange finishing flags will be displayed as soon as possible after the finishing line has been laid.
- 18.4. If the final leg course axis has changed, it is recommended to pick up the Mark not being used on that leg (e.g. for a downwind finish, pick up Mark(s) 3. If the finishing line is an extension of the existing course axis and another race is scheduled, it is

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permissible to leave the Mark(s) set. It may be advisable to remove one or both gate Marks after the finish if its presence might interfere with a subsequent start.

- 18.5. For downwind finishes, the finishing line will be approximately 75 m in length set square to the rhumb line from the preceding Mark. For upwind finishes, the line will be approximately 125 m in length set square to the sailing wind. Laser range finders and/or GPS will be used to establish the length of the finishing line.
- 18.6. The finishing flags will be removed (with no sound signal) upon the earlier of: (a) expiration of the time limit or finishing window, or (b) immediately after the last boat finishes.
- 18.7. There will be a line sighter on each finish boat or extension.
- 18.8. Each line sighter will use a hand-held recording device to record the order of finish.
- 18.9. If tapes are used, they will be labeled 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.
- 18.10. A written record of the finishing order will also be maintained by each finish boat.
- 18.11. Competitors may listen to the voice recording(s) and review the written records of their finishes upon request. A time and location for doing so each day may be posted on the Official Notice Board.
- 18.12. It is critical that the finish line remain clear of any boats that are not directly involved in the finishing process. If a finish line Mark is being used and a pin end recorder is not part of the line, this boat must remain at least two Star boat lengths beyond the extension of the line and opposite the Course side of said line.

19. Corrections Due to Scoring Errors/Requests for Redress

- 19.1. The Race Management Team will adjust posted finishing places if it is satisfied that, based upon its records or observation, it has made a scoring error.
- 19.2. 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 boat(s).
- 19.3. The Race Management Team will consider requesting redress on behalf of a boat if it is satisfied that that boat's score has been made substantially worse by the actions of an official boat.

20. Race Committee Protests

- 20.1. Since the primary responsibility for protesting breaches of the rules rests with Competitors, the Race Management Team will not normally protest a boat unless a Team member is the only witness to a foul. The PRO reserves judgment on whether to file a protest or otherwise rectify the situation.

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21. On Water Judging (Appendix P)

- 21.1. On-water Judges should use the following steps to assess a penalty:
 - 20.1(a) - Warn an offender with a whistle for a first violation. Point at the offender if in a crowd. Warnings, once given, are to be in effect for the duration of the Regatta and numbers should be posted on the Official Notice Board during the Protest Time for the day the Warning is given
 - 20.1(b) Once an offender has the above warning and repeats, then yellow flag.
- 21.2. Repeat violations shall be subject to RRS P2.1. NOR/ SI LANGUAGE: RRS P2.1 is changed to read "First and Subsequent Penalties". RRS P2.2 and P2.3 will not apply.

22. General Principles

- 22.1. The Race Management Team will attempt to set the longest possible first leg within the constraints of this course area in accordance with the guidelines in STCR 34.3.7.
- 22.2. A shortage of time or completed races is not a basis for variance from these policies. High quality, not necessarily quantity, of racing is the goal.
- 22.3. The operator of a Race Management Team vessel will promptly advise the Principal Race Officer if he/she believes his/her vessel has substantially affected one or more boats racing.

23. Other Procedures/Considerations

- 23.1. CREW REWEIGHING – For Gold events, reweigh the top 50% of the fleet in the provisional standings after 50% of the races have been completed and the top 10 placed teams prior to leaving the dock on the last day. For any other events requiring crew weighing, once only at the beginning of the regatta, no reweighing is required. This must be stated in the NOR or the SIs.
- 23.2. If using Appendix T, it must be stated preferably in the NOR, or in the SIs.

24. GPS

- 24.1. All race management boats (signal, pin, and mark boats) will be equipped with a GPS.
- 24.2. 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