

## International 29er Class

### Championship Race Management Guidelines

*These guidelines are simply guidelines for how the Race Management Team will run the racing. Failure to follow these guidelines is not grounds for redress.*

#### General Principles

- Races will not be started in winds of less than 5 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
- 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
- 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 and in line with Class rules
- All efforts should be made to not exceed FIVE hours on the water on each race day

**Age restriction:** For safety reasons the Class imposes an age restriction on entries to the major championships, entries from sailors who are 12 years or younger on the 31st December of that year will not be accepted by the Organising Authority. This restriction is mandatory for major championships and recommended for events with large numbers of boats.

**Courses:** The course should be a windward - leeward course with reaching finish, as per the Course Diagram below, ideally of two laps, L2, but in exceptional circumstances can be three laps, L3, but never in large fleets. This depends very much on wind strength and the course area available.

**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 7 times the number of boats (approximately the length of the boat (4.4 metres) x 1.5, so for 25 boats the line should be around 175 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 counterweight should be used on the warp.

**Rule 42:** If the wind is consistently 10 knots or above, measured at deck level across the whole course area, the Race Committee may signal in accordance with RRS Appendix P5 that "pumping, rocking and ooching" are permitted.

**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 by rotating on the leeward gate and signalling the change of course at that point using code flag 'C', preferably using a white course board, and the change instructions.

**Adjusting the course for a change in wind direction:**

- With a persistent wind shift of 10 degrees or less the course will not be changed.
- Between 10 and 15 degrees consideration will be given to adjusting the course to the new wind direction.
- With a shift of more than 15 degrees the race committee will attempt to change the course to the new wind direction, taking particular care when two fleets are racing on the course to avoid any confusion with the change of course signals.

**Target Times:** The target time for all races shall be 30 minutes unless changed by the sailing instructions. The speed charts, see below, are a reasonably accurate guide for the **29er** but in the lower wind ranges the differences in wind strength can be significant. There is a big increase in speed when the boat starts to plane which is around 8 knots.

**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 requirements in **29er** 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 orange attention signal for the next start with not less than two minutes to the warning signal. 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 races in less than 10 knots.

**Guidance on racing in Groups:** There are a number of options available and choosing which one depends very much on conditions, size of racing area available and number of course areas planned, “on the water” resources including equipment and the number of volunteers and the number of entries.

- Qualifying should be in equal groups of up to 45 boats.
- Gold fleet can be any number between 25 and 45 boats
- The remaining boats in final series should be split into equal groups of up to 45 boats

**Tailenders:** For less experienced sailors finishing outside the race time limit is dispiriting and attempts should be made to avoid this situation by finishing tailenders on the race course before the finishing line or awarding points, for those still racing, after the last proper finisher rather than giving DNF points. If the W flag is used to allow finishing “on the course” then for fairness it is suggested that the finishing window time limit is removed. Suggested wording for Sailing Instructions,

- The race committee may give a finishing place to any boat as follows,
- When a race committee boat displays flag W with two sounds, boats that have not yet finished may be given a finishing place anywhere on the race course, at a nearby mark or not.
- When a boat finishes in accordance with this instruction, she shall be awarded a finishing place matching per overall position in that race.

**Scoring guidelines:** Qualifying series can be up to 10 races with one discard when 4 races have been completed. The overall scores 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.

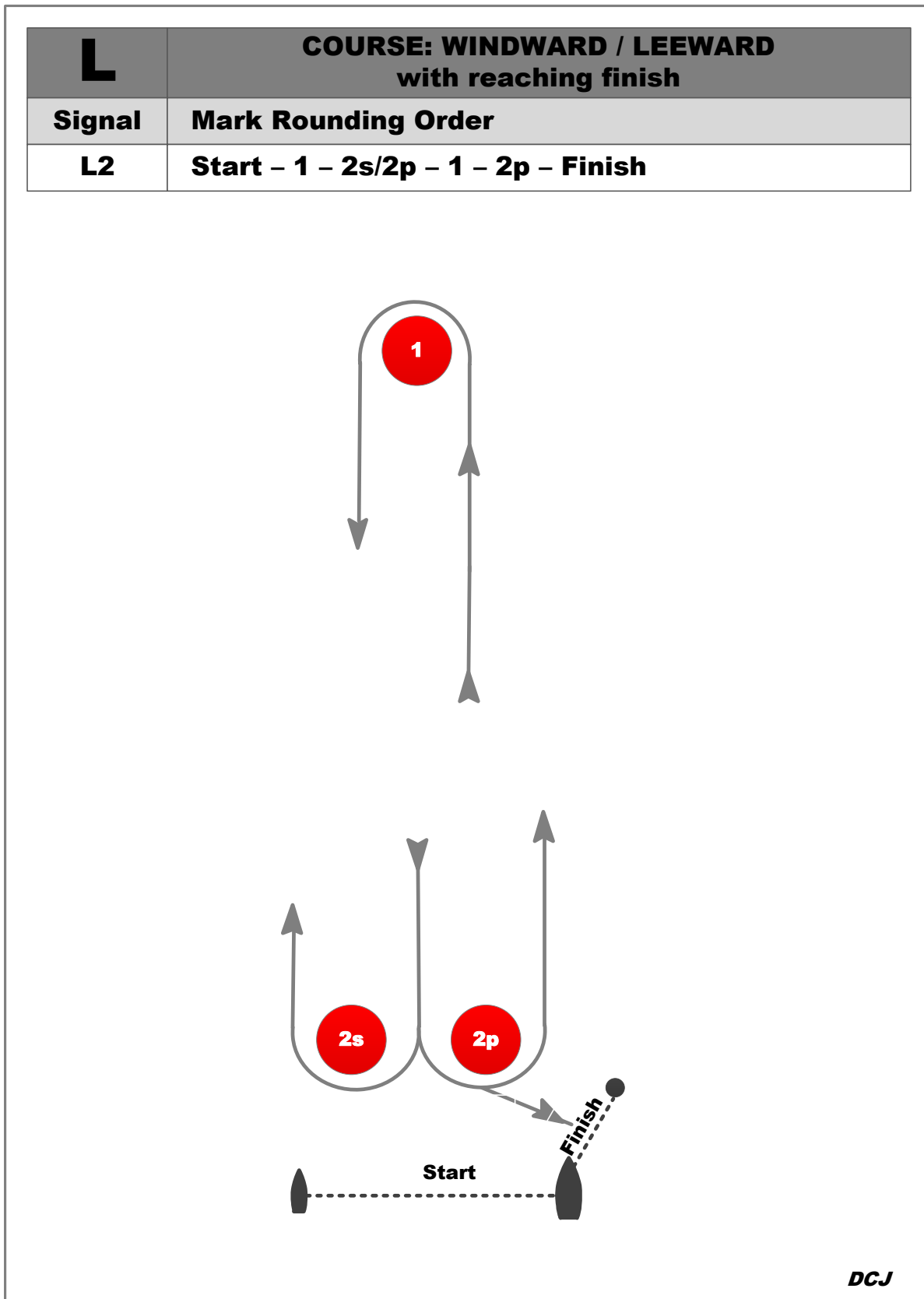
**Depth of water:** It is advisable for major championships that *29ers* always race in water more than 8 metres deep so that in the event of a capsize the mast will not be damaged by hitting the bottom.

David Campbell-James

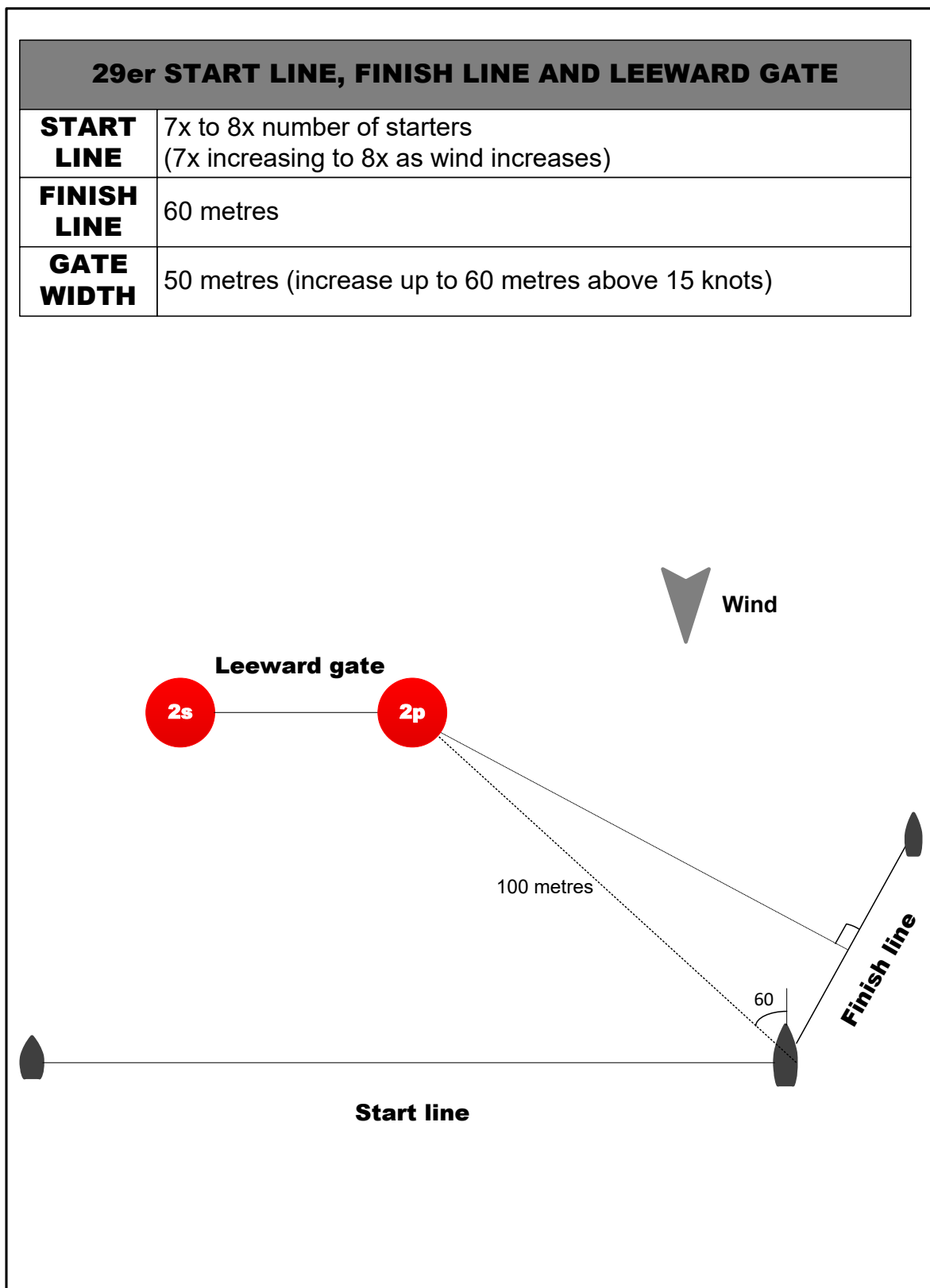
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Updated April 2026

# COURSE DIAGRAM



# COURSE CONFIGURATION



The GPS reference point for mark 1 is the position of mark 2p.

## 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/m		Up Time (mins)	Down Time (mins)	15 mins/m		Up Time (mins)	Down Time (mins)	13 mins/m		Up Time (mins)	Down Time (mins)	12 mins/m		Up Time (mins)	Down Time (mins)
Run Speed	12 mins/m				8 mins/m				6 mins/m				6 mins/m			
Leg Length Nautical Miles	L2	L3			L2	L3			L2	L3			L2	L3		
0.3	19.2	28.8	6.0	3.6	13.5	20.3	4.5	2.3	10.8	16.2	3.8	1.7	10.5	15.8	3.6	1.7
0.4	25.6	38.4	8.0	4.8	18.0	27.0	6.0	3.0	14.4	21.6	5.0	2.2	14.0	21.0	4.8	2.2
0.5	32.0	48.0	10.0	6.0	22.5	33.8	7.5	3.8	18.0	27.0	6.3	2.8	17.5	26.3	6.0	2.8
0.6	38.4	57.6	12.0	7.2	27.0	40.5	9.0	4.5	21.6	32.4	7.5	3.3	21.0	31.5	7.2	3.3
0.7	44.8	67.2	14.0	8.4	31.5	47.3	10.5	5.3	25.2	37.8	8.8	3.9	24.5	36.8	8.4	3.9
0.8	51.2	76.8	16.0	9.6	36.0	54.0	12.0	6.0	28.8	43.2	10.0	4.4	28.0	42.0	9.6	4.4
0.9	57.6	86.4	18.0	10.8	40.5	60.8	13.5	6.8	32.4	48.6	11.3	5.0	31.5	47.3	10.8	5.0
1.0	64.0	96.0	20.0	12.0	45.0	67.5	15.0	7.5	36.0	54.0	12.5	5.5	35.0	52.5	12.0	5.5

DCJ April 2026

The App "Beat Length" uses these numbers and can be used to determine Course Lengths