

Race Management Guidelines for EuroCup

This guide should be used for all EuroCup events to assist Race Officials and maintain consistency in Race Management

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

Setting up fleets

Fleets should not be of more than 45 boats. Entries should be listed by country alphabetically and in sail number order (1 to 4000) and the fleets set as follows,

- 2 fleets - yellow, blue, blue, yellow and so on
- 3 fleets - yellow, blue, red, red, blue, yellow and so on
- 4 fleets - yellow, blue, red, green, green, red, blue, yellow and so on

Maximum two fleets per race area

Event schedule

- 2 day event – 6 - 8 races, single series, 1 discard with 4 races
- 3 day event – 9 - 12 races, 2 days qualifying series, 1 day final series, 1 discard with 4 races, 2 discards with 10 races, taken in either qualifying or final series
- 4 day event – 12 - 15 races. 2 days qualifying series with 1 discard from qualifying series with 4 races, 2 days final series with 1 discard from final series with 4 races

Time on the water

- All efforts should be made to not exceed FIVE hours on the water on each race day

Setting the course

- See below the Course configuration diagram which contains all the necessary measurements and the Course diagram to be included in the Sailing Instructions. It is important to keep the gate as close as practical to the start line to create a close reach to the finish line, if the gate is too far to windward boats will run to the finish line and may need to gybe at the finish pin to cross the line, these boats would be on starboard and could cause mayhem and make taking sail numbers and finishing positions very difficult.
- The windward mark (and course setting reference point) should be set from the GPS position of mark 2p.

Starting method - Starts must be fair to the majority of sailors

- First start always on U flag
- Unidentified boats over early - General Recall rarely Postponement
- Next start either U flag again if the start line is not good or Black flag if the line is good
- Boats over at one end is a poor line and Race Officer's error and boats over in the middle is a good line and sailors' error
- Second start on U flag same rules apply as above

- Second start on Black flag, if the line is good then General Recall and post BFDs, if the line is not good postpone before start and reset the line and restart on Black flag
- If the second fleet are recalled it is necessary to delay the next start until the first fleet have passed through the gate to avoid the second fleet sailing into and mixing with the first fleet.

Racing in fleets

- The intention is to try and run all fleets at the same time but sometimes this may not be possible
- This ensures that all races for all fleets class are run in similar conditions, not some races in 22 knots and some races in 6 knots
- All efforts should be made to end each day with the same number of races for each fleet
- If this is not possible, there are two alternatives - firstly keep the fleets in the same fleets for the following day (this causes the least problems) or secondly change the fleets based on the results of races completed by all fleets at the end of the day, then next day sail the missed race first and then sail the next races in the new fleets.

Target Times

- The estimated target times are included on the Speed Chart below, all efforts should be made across all courses to achieve the target times.
- The Speed Chart is included in the App "Beat Length".

Time between starting more than one fleet

- Once the first fleet has started, the start of the second fleet should be 6 minutes after the first fleet, warning for 2nd fleet - 1 minute after 1st start, this therefore gives good separation between the two fleets.
- Everything must be done to avoid fleets getting mixed together.
- If there is a general recall on the second fleet, it is important to wait until the first fleet has passed through the leeward gate before starting the second fleet so as to avoid the fleets mixing.

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.
- With a persistent wind shift of more than 45 degrees after the first leg the race committee will consider its influence on the race. Under these circumstances the race committee may either change the course or abandon the race.

Time between last boat finishing and restarting

- As per the Race Management Guidelines the time between the last boat finishing and the next start should be kept to the absolute minimum.

Course management

- After the start the start pin committee boat may drop a cherry mark on the anchor line and should then be available for a mark change at the gate or assisting with finishing.
- After the last boat has finished the pin end committee boat should move back to pick up the cherry mark on the start pin position. The target time from the last boat finishing to the new attention signal is two minutes.
- If there is a wind change during a race the pin boat should reposition the start pin cherry mark.

Video recording

- Video cameras should be used on the committee boats for starting but good equipment should be used with dedicated video operators at both ends of the start line.
- Video recording for finishing from the main committee boat is recommended particularly when dealing with results queries

Wind limits for racing

- 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 rougher sea conditions

Support Vessel Regulations

- The Class Support Vessel Regulations are published on the Class website and should be strictly adhered to with penalties for those not complying.
- The coaches are the most important group, and the most experienced, in the event of capsizes or other safety considerations.
- However, the most important thing to think about is that everyone should treat others as they would expect to be treated themselves. We do not want to restrict coaches from doing their job.

This document plus the 29er Class Race Management Guidelines and the Support Vessel Regulations explains how the Class Officials should run racing in a fair and consistent manner.

Any questions or queries please contact me.

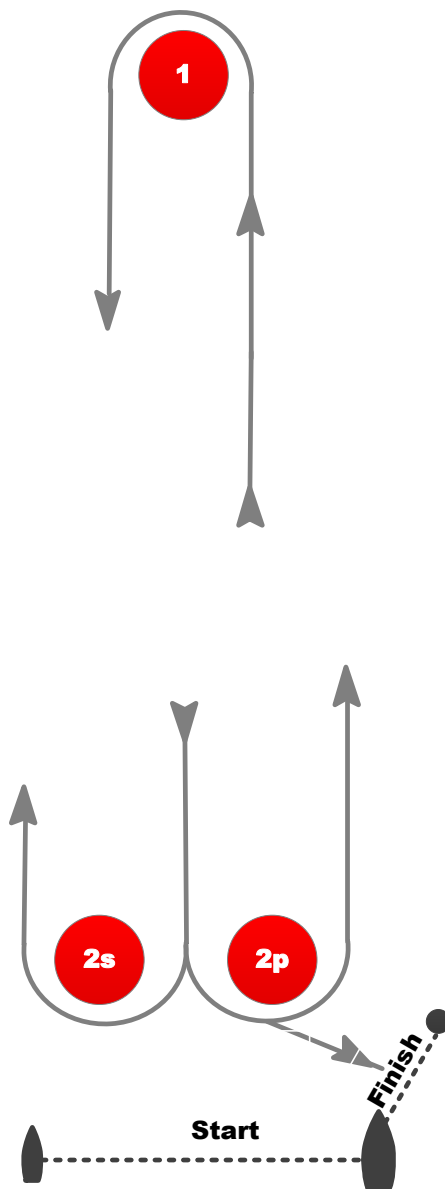
David Campbell-James - Class Race Officer

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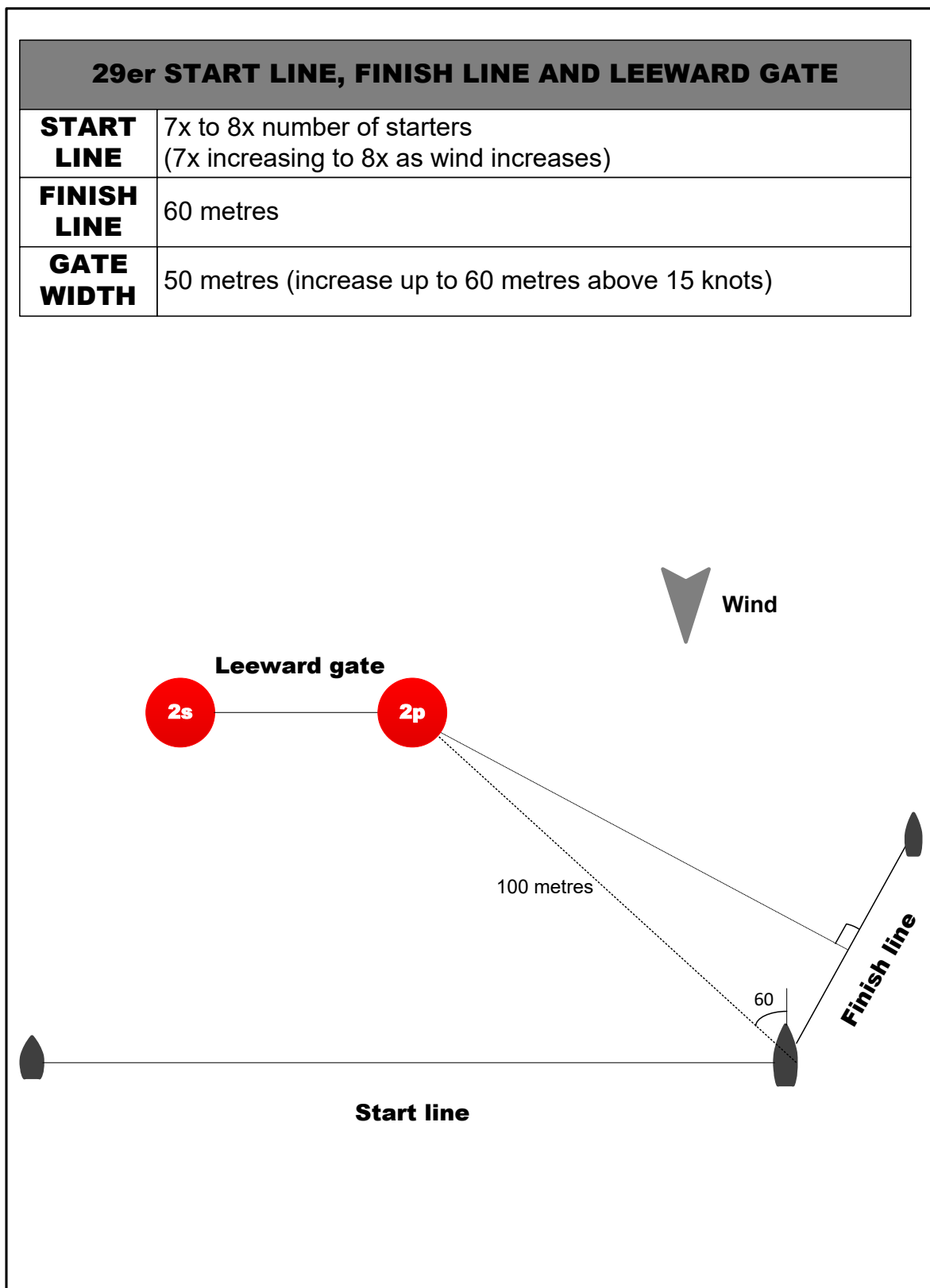
COURSE DIAGRAM

L	COURSE: WINDWARD / LEEWARD with reaching finish
Signal	Mark Rounding Order
L2	Start - 1 - 2s/2p - 1 - 2p - Finish



DCJ

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			
	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

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