*The Flying Scot Class gathers at regattas to crown a champion but also for everyone to have fun.  To this end, the Class created these guidelines to help the Race Committee (RC) and members.*

These guidelines are for use in all Flying Scot Sailing Association (FSSA) national-level sanctioned regattas and may also be used by any FS Race Committee.

FSSA provides these guidelines to allow the Principal Race Officer (PRO) to make prudent decisions regarding whether to start, postpone, shorten, or abandon a race. These guidelines are not rules, and each RC is encouraged to make decisions based upon prevailing conditions. In addition, pursuant to RRS 90.1, the race committee shall conduct races as directed by the organizing authority and as required by the *rules*. The FSSA is a governing authority and provides a class representative to communicate the competitors’ and class’ concurrence and wishes.

## CLASS REPRESENTATIVE

1. The FSSA Executive Committee will appoint a primary class representative and an alternate to act as a liaison between the competitors and the PRO.
2. The class representative is responsible for advising the PRO if all sailing conditions are suitable as stated below.
3. The class representative may be a competitor, or if a noncompetitor, will be stationed on an RC or safety boat.
4. If the representative is a competitor, they shall not communicate with the RC while racing.
5. The class representative will meet the qualifications in 5.a. and 5.b. as follows:
	1. An FSSA member, with consideration given to the order of preference as follows:
		1. A member of the Executive Committee
		2. The District Governor
		3. The Fleet Captain of the host or nearest FS fleet representative
		4. A competitor of championship-division caliber
	2. A person who possesses the following attributes:
		1. Is proficient handling all conditions including heavy air
		2. Actively seek*s* input and knowledge from participants
		3. Will act in the best interest of the class and competitors as a whole and not for personal gain.

# WIND LIMITS/SAILING CONDITIONS

1. The class wants to race in winds:
	1. 4 knots (4.6 mph) or greater using a 5-minute average
	2. 17 knots (19.6 mph) or less using a 5-minute average
	3. With frequent gusts (winds lasting at least 5 seconds) of less than 21 knots (24.2 MPH).
2. The following sailing conditions must also be considered in conjunction with the wind limits when deciding to start, postpone, shorten, or abandon racing. The upper wind limit should be reduced by one or more knots if any of the following also apply:
	1. Wave and chop conditions that could adversely affect boat handling and rescue efforts
	2. Dangerous weather observed, threatening, or forecast
	3. Combined air and water temperature are less than 120°F
	4. Fog
	5. Number of crew on the majority of boats is 2 or 3 (including the skipper)
	6. Number and type of boats available for rescue duty, the equipment on board, and the skill of their personnel given the conditions. We recommend 1 boat for every 10 entries.
	7. Greater than 25% of the entries are not on the course because of prevailing conditions.
3. When winds are near these limits, multiple wind apps and wind data sources on or very near the racecourse should be considered.
4. It is recommended that the prevailing conditions be measured with instruments that can display and record data including current, average, and peak wind, along with wind direction as accurately as possible.
	1. Mast head mounted anemometers and directional vanes are ideal.
	2. A Kestrel 5000 (or like) weather instrument is another option.

# LENGTH OF RACES

For the NAC, the distance from the starting line to the first mark should be about 0.8-1.2 miles depending upon wind velocity so that the windward leg is about 15-20 minutes for the first boat. Consider postponing if a first leg of that length cannot be sailed in that time. For non-NAC regattas, shorter courses can be set, depending on wind conditions and how many races are scheduled each day.

# ELAPSED TIME

For the NAC, the elapsed time of the race should be 70-90 minutes for the first boat to finish. This can be adjusted depending upon how many races are scheduled for that day, or how many races must be completed for a series. The Class prefers no more than three races in any one day. FSSA prefers not to be on the water for more than 6 hours per day including the time it takes to sail to and from the course area. For non-NAC regattas, the elapsed time of the race should be 45-60 minutes if more than two races are scheduled per day, or if two races are scheduled in a half-day.

Race Committees are encouraged to set the course length to the prevailing conditions. In the event it appears that the race will not be completed within the stated time limit, it is recommended that leg lengths be adjusted to achieve the target time.

# GENERAL RECALLS

The Flying Scot class accentuates sportsmanship. If the general recall is due to an overly aggressive fleet (versus the length or angle of the starting line), FSSA prefers to re-start with no penalty flags or a slow escalation up the penalty flags (I or Z, then I with Z, then U). In subsequent races, FSSA prefers to revert back to the P flag again before using penalty flags.

When the regatta includes more than one start, due to having more than one Division, FSSA prefers that the starting sequence for each subsequent Division be treated as if it were the first start of the day, versus beginning with penalty flags if they were used in the previous Division’s starting sequence.

# COMMUNICATIONS WITH COMPETITORS

FSSA prefers for part or all of the starting sequence countdowns to be announced over the radio and for the sail/bow numbers of OCS boats to be announced over the radio. These communications are not required. However, the skill level of participants in our Championships covers the entire spectrum from high to low, and they will enjoy the Championship much more when this information is communicated.