

REPORT TO FINNISH SAILING AND
BOATING FEDERATION

WORLD SAILING ANNUAL
CONFERENCE 2017 PUERTO
VALLARTA MEXICO

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The International Regulations Commission Saturday 4 November 2017

International Maritime Organisation

World Sailing is an observer at the International Maritime Organisation

- World Sailing must be seen at the events organized by IMO
- World Sailing must show genuine interest to the organisation and its development

Marine Environment Protection Committee 71st session (MEPC)

- Every year 7Mtons of ballast water is moved around → new species are found in places where they should not normally be
- World Sailing could try to influence MEPC to diminish the transportation of ballast water
- Recycling of ships and fiberglass
 - France is good at recycling fiberglass
 - Will the industry start to enforce recycling? The industry is considering it.
 - It is possible to recycle fiberglass – the problem is who shall pay for it?
 - You can make tile and ropes of recycled products
 - There is no demand at this moment for recycled fibreglass

Maritime Safety Committee/ Key issues

- Maritime security → Cyber Security → hacking into systems
- Ship construction standards (Costa Concordia)
- Carriage of containers (lost at sea)
- STCW Convention
- Cargo ship safety
- Illegal immigration
- Countries are responsible for Search and Rescue for Arctic and Antarctic regions
 - They want to enforce that people going in to these regions are really prepared
 - This will be on the agenda for the MSC
- Conventions and Codes to extend to other (oil pollution, ballast water, safety at Arctic regions, ...)
- World Sailing can adopt guidelines to help the IMO
- We have Offshore Special Regulations for this purpose

Navigation, Communication and Search and Rescue/ New Committee

- Been around for 4 years
- Routing and Traffic separations schemes
- Makes recommendations to the MSC
- Looked at GMDSS to accommodate additional providers to harmonize IMO provisions with ITU Radio Regulations. The GMDSS needs modernization.
- Cospas-Sarsat MEOSAR system enhancing and making safer beacons

Questions

Chinese have developed battery beacons for fishermen. Battery life 1 week. Cheap to buy. Not allowed in the USA.

Novel uses of AIS. The challenge, they will run out of wavelengths. Can Race Committees use these? Use for instance at the start. Everybody knows where the starting line is. Portable VHF that is licensed for use for instance in UK. Illegal to use outside.

Piracy

- Advice on World Sailing website
- Three places where severe problems

- Gulf of Genua (Nigeria)
- Malakka Straights
- NW Indian Ocean
- Yemeni and Somali / Gulf of Aden → most problem. Don't take small boats through the Gulf of Aden. They are not after your boat. They are after you!
- Large Ships that use these routes are better prepared nowadays. Armed guards on board.

Cyber Security and Risk Management/ Shipping

- Raise awareness. Attend conferences. Create website.
- Airbus reports all incidents on Cyber Security.
- Boats are very connected nowadays. Assess the level of risk and recognize what we shall be careful about.
- For instance: Hackers hijacked the e-mail of a marina. Hackers knew everything about the marina. Owners of boats who wanted to have a place at the marina, were instructed by the Hackers to pay beforehand.

International Standards Organisation

Stability Standards ISO 12215, will next be reviewed in 2020

- Part 2: Concerning sailing
- Certain large Trimarans have had some problems. Especially the French.
- RIB Standard uses stability standards
- "Normal" use vs Racing

ISO 12215

- Part 5: Monohull design. Is being refreshed. Technically it looks ok. However it is difficult to compare the new version to the old. The new version has a lot of French influence
- Part 7: Multihull push the cruising
- Part 8: Rudders
- Part 9: Sailing Craft – Appendages

Standard of cockpits/ enclosed space's where water can be trapped.

- Reviewed by the French => will change many definitions (which makes it difficult to compare old and new version)
- Standard of Hatches and windows

MOB protection standard.

- Update it to reflect also person overboard to get back on board unaided.

Bilge Pumping standard.

- At least one manual must be provided. Now it is not defined. Now designed for normal water (leaking hose, drying clothes, Not designed for removing water for a damaged hull.

Life jacket standard:

- Part 6: includes special requirements for offshore sailing life jacket Swedes have made an objection. One drowned because of CO2 bottle was loose.

Rule Books

- RRS Racing Rules of Sailing
- ERS Equipment Rules of Sailing

Regulatory Information from Regional and other Organisations

European Boating Association

- European biocide directive: Requires not to move endangered species from one area to another area. Use effective antifouls/ valves.

Berlin Convention/ European Commission

- Wind Turbines and Sea Generators (difficult to see) Oil rigs. Rules changes depending on who owns (UK & Belgium can sail through, Holland no sailing through)

TSS Fastnet

- Racing boats are in danger of losing. Commercial traffic can disqualify them by honking the horn (and you are out).

Reports from Commission Members

Patrick special regulations

- Pyrotechnics are going out, which are used on the boats. This for instance in favour of lasers. Authorities are more accommodating with new techniques

Sustainability agenda 2020

The International Judges Sub-committee Sunday 5 November 2017

IJ Renewal test

- The IJ test is now 4 years old.
- All IJs have taken the test from the start in 2014. We are in for the next loop for all IJs.
- There has been a continued increase of the scores. The failure rate is 1-2% during the last 4 years
- There are 300 questions now
- Candidates can now print out a certificate when you have passed the test
- Goals for 2018 is to develop questions and add questions with diagrams for urgent rule changes
 - Bad or tough question will be assessed now → Developed or deleted
 - Some questions have been deleted right of way
- Proctor → passed or not → exam not “learning”
- Gonzalo will be working on a way to take the test whenever you want, with an automatized process
 - A individual SailorID → Madeleine Dunn (World Sailing) → Proctor → ok → e-mail to individual SailorID → password + same to proctor
 - Until 1st of May to the next year

IJ Report System

- During the period of September 2016 to August 2017
 - 271 reports
 - 235 International Juries and 36 Protest Committees. Previous period 260 International Juries and 32 Protest Committees.
 - OCS and redress
 - Request almost 50% decrease

Comments

- Redress granted on arbitration
- Kill cords should World Sailing promote them?
- Insurance related protests with penalty taken should World Sailing prevent them?
- Redress policy limits on the opening series, when the event is used as a selection for some countries
- Misbehaving on social networks with disrespectful comments regarding race officials

Problems

- Not properly constituted juries. 5 cases (at least) contacted the chairman, changed to protest committee
- N1.5 (emergency/ illness). Should we investigate/ track the issue
- N1.7 juries of 3. Approved by World Sailing, is there a list

Improving WHY you file it

- Collecting statistics for the IJSC → streamline your renewal/ first application
- Provide the events lists and start the renewal first application
- Assessing principal events: A clear definition on principal events. Or IJSC reviewers can volunteer to review them. Adjust the regulation: Events will count only if present in the IJ report.

Improving HOW we ask data

- IJreport.org was a replica of a physical form → IJreport.org reorganized (less requests for password when logged in.
- Report and evaluations are separated
- Two tiers approval for each one → two tiers approval for reports
- Auto approval for positive evaluations

Improving WHAT we ask

- Do not ask what we already know
- Do not ask what we ignore
- Add some details about the event
- Judges not present (N1.5)
- Scribing ability
- Simplify evaluation (IJ level not IJ level, no opinion)

Improving WHO use the system

- Include IRO, IU, IM

First time nice presentation about IJ report

1. 21st century we cannot continue to fill in reports by hand → IT
2. Number of reports. Clearly stated – YES you must do it! It is the responsibility of the jury to provide the information.
3. Technical problems.
4. Collecting data. It would be easy and make it available to everybody who shall reapply

Madeleine Dunn World Sailing

- Lack of IT since 2014 → wanting to change to be more sophisticated
- Last 6 months new IT manager Poul → digital re-platforming programme race officials
- Applications, documents, forms, databases,
- A safety incident reporting solution
- A revised web site for the WC
- Improved race official applications and renewals system
- Race officials CRM
- Release 1 Q1 2018 then Q2 and Q3

Andrus

- With this we are thinking very big. It does not take one year to test release.
- Don't want to have anything complicated

Maddie

- Complicated structure already, this is what we are working with.

Giorgio

- IJ report working party will continue by itself

Gonzalo

- CRM is a big project. IJ reports must be developed parallel to this. IJ report system will be continued working with.

Andrus

- Service, warning system, half year before/ one year before → you have this & you need this to reapply

Gonzalo

- Apply/ Re-Apply by pushing a button.

Lance

- Why we do this?
 - Education part → what can we learn
 - Renewal → smoother process
 - Statistics
 - Olympics/ Sailing World Cup Final/ → why are the top people not filing reports?
 - Report number of hearings total → instead number of hearings this person has done

IJ Manual

- Final draft of World Sailing Judges Manual. Large number of people who participated.
- Not released yet. If there will be urgent submissions during the Annual Conference → these will go in before the release.
- Must be a living document → electronic → can be made better and there should be a system to review sections of the manual.

IJ Retention and demographics of IJs

- 133 renewal for 2018
- Retention 4 hears applications received
 - 104 in 2014
 - 119 in 2015
 - 123 in 2016
 - 125 in 2017
- Do a study to identify where IJs are. Check age. Plan clinics.

Rule 42 Working Party

- 2017 assessing. Most are new to the job.
- **Good news**
 - RRS42 is well understood by top level sailors
 - Rarely a topic at coach team leader meetings
 - Training several videos are available
- **Bad news**
 - Breaking the rule to measure our judgment
 - Breaking the rule as a calculated risk (medal races) they risk taking it
 - The rule is difficult to understand by non-sailors (medal races)
 - Training a lot of material is available but not very well organized
- Support adding to basic4 “for small dinghies **a stroke of a paddle would clearly propel the boat**
- Work in progress: clean up redundant text, clarify scull2 (sculling to offset)

- **2018 education**

- how judges are perceived
- We are not here to punish you, but to protect you from those around you that would break the rule
- Position to prevent
- Single starting point for e-learning
- Organize videos already available (classes, judges, WS TV)
- Work with classes (legal sailing and rrs42 breaches)
- Bi-directional, invite coaches and sailors to submit videos
- 2-3 second videos to solve the medal race issue
- informal discussion in August 2018 (Aarhus WS Championships)
- See very good initiative. Important → existing interpretations are not clear vs the rule → rule is very clear
- Techniques sailors are using Finn, 49ers → must be amended
- Official interpretation
- Rule 42 cannot be learned from the book → you must see/ different classes

Seminar program

- IJ seminars 2017
 - Annapolis USA April
 - Singapore September
 - December Copenhagen
- NJ seminar 2017 (World Sailing National Judges program): Big MNAs have their own.
 - This is a way to introduce and make it available to smaller or growing nations.
 - Mostly about the rules. IJ seminar more procedures
 - December China
- 2018 IJ Seminars
 - February Palma
- Results
 - 40% IJ tests big delays if they have passed
- Instructors in total 11
 - IJ instructors 10
 - NJ instructor Andres Perez

Use of technology

- Recommendations on remote hearings
 - World Championships 6 hearings
 - It is a tool that can be used.
- On the water: Rule 42 its useless. Start and mark rounding's are good. Camera on the head.
 - Is the footage private or open? It's up to you.
- Drones
 - Some classes use this
 - Hearing if this material is available you should use it, at least placed hovering over the mark

Medal Racing

- Guidelines from WS on the requirements.
 - All events are not through bids. Therefore, guidelines from WS what equipment are required for the IJs is important
- Bid documents are being reviewed to include more things
- Some big WS events IJs are not allowed to drive the boat, only IUs.
- Has some policy come out and is it prohibited for IJs to drive the boat only IUs are allowed? Able to do it before, but not now.

Jan Stage

- No policy from WS. Purely a decision from the Jury chairman and Chief Umpire.
- If there is a collision the journalist will ask what kind of qualifications do the Race Officials have?
- Umpires and Judges need to work together to become fleet race umpires.

IJ grouping Jan Stage

- Grouping system is used to select the teams that the EAWP appoints

Case 78

- What does protest committees do when they see team racing on the water – later

Insurance for race officials

- Ask Race Officials Committee (ROC) and World Sailing (WS) to investigate and create
- What kind of insurance is needed: Accident/ life/ liability
- USA gets it to their officials → what would it cost to insure ROC linked with the event → would kick in only if not covered otherwise through local insurance

Requirements to become an IJ

- To discuss and approve the document of requirements to become and renew as IJ
- 3 events for first application (seminar, test, evaluation forms 3 pcs)
- 6 events for renewal
- We are not happy with the reference form (driving, positioning, hearings process, chairman, scribe)
- Simulate a hearing and simulate scribing
 - Chair, scribe, ...
- Shall we change the requirements to become an IJ?
 - In South Africa and South America it is not easy to get events.
 - An experienced Judge or Instructor should assess each candidate.
 - Issue of renewal, either you tick boxes or consider other information also.
 - Look at the criteria and assess.
 - Chief, Lead, Instructor, Committee Member must be doing the assessment
 - Number of principal events
- February 1st too late, should be January 2018 instead. The committee can do
- Part B procedure part c scribe = writing a protest
- Protest day as a clinic in the USA having hearings and procedures Stephen Wrigley
- Webinars would be possible to do both for IJs and newcomers

Requests for redress

- A proposal to change
- Giving redress is a huge damage for other boats. Compared to other sports
- Proposal limited redress only under 3 circumstances
 - Giving help (except herself or her crew) in compliance with rule 1.1
 - An action of a boats, or a member of her crew or a support person that resulted in a penalty under 69.2(h)
 - If there is contact with serious damage or injury

Reflections

- Sailing is too safe a sport compared to other sports that are tough
- Consider Submission for next year
 - Must be decided within 2 years. In 2019, latest chance during the conference
 - Many times, Redress works very well and the sailors are happy about them
 - OCS have been the most abused

Race Officials expenses and payments

- Reimbursement of travel expenses
- Payment of race officials
- This is part of the guidance list to organizers – these are the things you must fulfill
 - Policy or system – can you buy the ticket as soon as possible, so we save money, many RO function as banks nowadays
- Accommodation
- Flying with more luggage

Event organisers Kirk Brown

- Buy the least expensive ticket excess baggage and other travel costs
- More and more events that require to buy tickets well in advance
- A Coach is paid 500€/day = professional
- Race Officials are unpaid volunteers
- Where does this money come from? Organisers?

Event appointments Ana Sanchez

- Process
 - OA => make suggestion => send to WS => WS sends the suggestions to the different Sub Committees (IJSC, IUSC, IMSC, RMSC) => Sub Committee suggestion to Events Appointment Working Party who appoints => list of appointed Race Officials to WS => list of appointed officials til OA
- Board wants to have a separate body EAWP → get input from Sub-Committees quality of race officials
- EAWP makes appointments as soon as possible
 - Objective to make the appointments one year beforehand
 - Members: Peter Schrub, Madeleine Dunn, Ana Sanchez

The Race Management Sub-committee Sunday 5 November 2017

Strategy, development, tasks and responsibilities

- Working group reports

Race Officer education and exams to MNAs

- To develop race officials
- Many countries don't have a structure, but they have good race officers or they have structure, but the race officers are not skilled.
- Hard to create one solution to fit one structure
- Will work on to propose a list of factors that shall be taken into consideration when developing race officials
- Structure to reach different levels
- There will be steps to be a race officer
- Not one national race officer
- Want to give guidelines to follow. Have looked into what Sweden and New Zealand is doing.

Mentoring for IROs – things to address

- Effect of weather and current
- Communication with the team
- Team work and team management
- Laying the race course, length and orientation
- Decision making under pressure
- Start-line and starts

Training to mentors, workshops, on-line training

Do you want to Teach/ Coach/ Mentor – these are very different

Document Publishes 3.10.2017:

- Race Management Policies for WS Fleet Racing Events is now on WS website.

Appointments

- EAWP Report
- Underlined that EAWP receive recommendations from Sub Committees on performance and quality
- ROC and sub committees group and assess on performance and quality of race officials

The Match Racing Sub-committee Monday 6 November 2017

2017 Women's Match Racing World Championship

The Sub-Committee received a final report from the World Sailing Technical Delegate, Flavio Naveira (ARG) and comments from Annika Ekman (PRO, SWE), Ana Sanchez (VP, ESP) and Match Race Sub-Committee Chair Liz Baylis (USA). The event was well run event in Helsinki, Finland won by Lucy Macgregor (GBR). The event highlighted the need to streamline the process for World Sailing appointed event officials, which lead to the submission 010-17.

2017 Youth Match Racing World Championship

The Sub-Committee received a final written report from the Technical Delegate, Alfredo Ricci (ITA) and comments from the Chief Umpire Russell Green (NZL). The event was well run in difficult conditions in a good fleet of boats in Balboa, USA. The winner was Harry Price (AUS).

Recommendation: As the with the Women's Match Racing World Championship the Match Racing Sub-Committee through the Match Racing Organization and Race Management Working Party recommend the establishment of guidelines for the roles of the Technical Delegate, Principal Race Officer, and Course Representative at World Sailing Match Racing events.

2018 Women's Match Racing World Championship

The Sub-Committee received a progress report from Yana Dobzhitskaya (RUS) from the Organizing Committee. Yana confirmed that the event is to take place in Ekaterinburg, Russia from 14 – 18 August. The contract is in progress.

Next steps: appointment of the Technical Delegate appointment and finalize the Notice of Race to be published early December.

2018 Youth Match Racing World Championship

The Sub-Committee received a progress report from the Youth Match Racing Working Party Chair, Michael Rollich (FIN).

The venue will be Lago di Ledro, Italy and is scheduled for 3-8 August 2018. The contract has been signed and the Notice of Race will be published shortly, latest 1 December 2017.

2018 Blind Match Racing World Championship

The Sub-Committee received a progress report from Massimo Dighe, Para World Sailing Manager. Dates are still being discussed - either the last week of August or first week of September. The contract is being drafted by the Royal Northern and Clyde Yacht Club and World Sailing. Boats being used are Sonars.

2019-2020 World Sailing Match Racing Events

The Match Racing Sub-Committee chair noted that the bidding processes for events in 2019 and 2020 are in progress and that 6 countries have showed the intention to bid. The bid evaluation panels have been appointed and will review the bids at the beginning of December. The panel will make their recommendations in mid-December to the World Sailing Board of Director for approval.

The bid process for 2021 events will commence early in 2018. The Sub-Committee noted the need to improve the visibility of the bid documents on the World Sailing website.

2018 – 2019 World Sailing Nations Cup

The Sub-Committee received a report from the chairman of the Nations Cup Working Party Michael O'Connor (IRL). The Grand Final will be at St Francis Yacht Club, San Francisco, USA in 2018. The dates are 9-14 October 2018 and ten J22 boats will be used. The contract is still in progress with St Francis Yacht Club and World Sailing. Notice of Race will be published early December.

Invitations will be issued to 10 Women and 10 Open based on the following criteria: The highest ranked National Champion in the region (6 regions) endorsed by their Member National Authorities will be selected. The host nation will receive one invitation per division and the defending champions in each division will be invited. The rest of the invitations will be issued by ranking the remaining National Champions. World Sailing reserves the possibility to issue wildcards.

World Match Racing Tour

The Sub-Committee received a report from the Racing Directors Craig Mitchell and Matias Dahlstrom.

The WMRT Final was in Shenzhen, China. The Tour has introduced standard tour rules accompanied by very short Notice of Race and Sailing Instructions which are revised per event.

The Tour is divided into four levels: World Championship Final, World Championship Level, Tour Level and Entry Level. The Entry Level has been added to the program and can be any event. This is to help bridge the gap to get the M32 Match Racing License.

World Match Racing Tour has worked together with GC 32 and the Extreme 40 to develop high speed rules.

With the recent development in the Americas Cup the Tour will introduce some mono-hulls events and welcomes event organizers interested in being part of the Tour.

World Match Racing Tour is facilitating a Sailors Association. This body represents the sailors and guarantees that all sailors' voices are heard.

The WMRT Advisory Working Party is the liaison between the Match Racing Sub Committee's and World Match Racing Tour.

Match Racing Gradings and Rankings

The Sub-Committee received a report from the Match Racing Gradings and Rankings member, Michael Rollich (FIN).

The WP, together with Kirk Brown (USA), has been working on submissions to grow higher graded Match Racing events:

- (a) Submission 008-17 involving Regulation 25.12, to promote the re-growth of higher graded events, through restructuring the Grading Fees for Grade 1 and Grade 2 events and the Advertising Fees for Grade 1 to Grade 5 events.
- (b) Submission 097-17 involving Regulation 27.2.3(d), to re-align the Skipper Point requirements for Grade 1 and Grade 2 – Open and Women

- (c) Submission 125-17 involving Regulations 25.8.10 & 27.2.3(d), to encourage the growth of Women's, Youth and Open Match Racing by removing the requirement for World Sailing to appoint the International Umpires for Grade 1 events.

Next steps for the WP:

- (a) To investigate if the grading's and ranking could be lifted out of the Regulations to facilitate developing of Match Racing
- (b) To draft a document on how to lift the grading's and ranking out of the Regulations
- (c) To consider creating a Youth ranking list.

Race Officials

The Committee received a report from Ana Sanchez Vice President and Event Appointment Working Party member. The EAWP works closely with the relevant Sub Committees to ensure quality, capability and performance of Race Officials appointed by the WP. The objective of the WP is to appoint the Race Officials one year ahead of the event in the future.

Submissions

Please refer to the 2017 Submissions Booklet for details of all submissions also available online at www.sailing.org/meetings

- (d) The Sub-Committee considered and made recommendations to the Events Committee on the following submissions

- i) Submission 008-17 – Event Fees – Regulation 25.12

Discussion:

There is a decline in higher level match racing events. In year 2000 there were 15 Grade 1 events and in year 2017 there is 1 Grade 1 event and 23 Grade 2 events. Event organizers have moved to Grade 2 events, because they get more control of these events and the cost.

Instead of grading and advertising fees the organizers would rather pay for a license fee.

Recommendation: approve

The Sub-Committee voted unanimously to support proposal 1.

- ii) Submission 010-17 – Technical Delegates – Regulation 25.9

Discussion:

The EAWP would should consider each event independently based on appointed people. Then evaluate if one person could wear two hats. With a strong Race Management team, the Principal Race Officer could also wear the Technical Delegate hat.

Recommendation: withdraw

The Sub-Committee recommends the Events Committee to withdraw the submission. World Sailing will work with the EAWP in evaluating whether the appointment of a TD and a PRO is needed or one person can do both roles for match racing events.

- iii) Submission 096-17 – Terms of Reference – Regulation 6.6.7

Recommendation: approve

- iv) Submission 097-17 – World Sailing Rankings – Regulation 27.2.3(d)

Discussion:

The higher the grading of an event the higher are the gained skipper points from the event. This comes from the event multiplier which is 3.5 for World Championships, 3 for Grade 1 and 2.5 for Grade 2.

The feedback from organizers is that they cannot get enough skipper with enough points to meet the grading criteria. This submission resets the hourglass shape of the ranking to the pyramid shape

Recommendation: approve

- v) Submission 125-17 – World Sailing Race Officials – Regulations 25.8.10 & 27.2.3 (d)

Discussion:

This regulation was written in the 1990, when the quality of umpires varied very much and World Sailing (International Sailing Federation) together with the organizers wanted to have more consistency of umpires appointed.

The umpire program has developed huge steps since this and the quality of umpires is more homogenous. The grading requirements still apply. You need an International Jury at the event and one International Umpire per match.

The organizers want to establish more of a dialogue with World Sailing on approval of the umpires rather than appointing them.

Recommendation: approve

The Match Racing Sub-Committee recommends strengthening of the approval process of race officials by the EAWP in the “World Sailing Guidelines for Grade 1 and Grade 2 Match Racing Events” as stated in regulation 27.2.3 (d).

- (e) The Sub-Committee made recommendations on the following submissions:

- i) Submission 156-17 – Appendix CBS – Match Racing Rules for Vision-Impaired Sailors.

Recommendation: approve

- ii) Submission 166-17 – New MR Call E11

Recommendation: approve

Reports from Working Groups

- (f) To receive reports from the following working parties:

- i) Women’s Match Racing

The Sub-Committee received a report from the Women Match Racing Working Party Chair Liz Baylis (USA). Next steps:

Expand the WP to include additional members to increase geographic diversity

Establish communication channel to organizers and sailors.

Make a 5-year plan.

Scout organizers and bids for the 2019 and 2020 Women’s Match Racing World Championships.

- ii) Match Racing Rules

The Sub-Committee received a report from the Match Racing Rules Working Party Chair Russell Green (NZL).

iii) Youth Match Racing Development

The Sub-Committee received a report from the Youth Match Racing Working Party Chair Michael Rollich (FIN). The WP has worked with three things:

Youth Match Racing Worlds 2017. Applied selection process and selection criteria for competitors.

Youth Match Racing Worlds 2018. Reviewed and evaluated bids received and made the recommendation to World Sailing of the host for the event.

Drafting a plan to grow Youth Match Racing Worldwide.

Next steps:

Expand the WP to include Asia, Australasia and South America.

Establish communication channel to organizers, liaisons, coaches and sailors.

Make a 5-year plan with 1-year implementation.

Scout organizers and bids for the 2019 and 2020 Youth Match Racing World Championships.

iv) Race Management and Organization

The Committee received a report from the Race Management and Organization Working Party member Michael Röllich (FIN) and comments from the Working Party Chair Tatiana Ermakova (RUS).

It is a joint WP between Race Management Sub-Committee, International Umpires Sub-Committee, Race Officials Committee and Match Racing Sub-Committee.

The WP will review the work of the previous WPs and updated the material.

One new chapter on how to run a match racing event step by step with roles, duties, actions will be added to the manual.

The WP have had its first meeting during the Annual Conference and decided that the work shall be finalized, presented and published before the next Annual Conference.

The International Umpires Sub-committee Monday 6 November 2017

Insurance for Race Officials

- An Umpire was injured at an event and the organiser said that it's your problem
- M32 has insurance
- Found a company and signed up 100€/year marine liability
- Public liability

Bill O'Hara

- Own insurance 1000€/year
 - Check if other nationalities can have it
- Insurance vs indemnity
- When WS appoint you, then you are covered.
- How is it in Finland/ SPV???

Fast boat rules, Medal Racing, and Umpiring Techniques

Fast boat rules

- Created by RRC the fast boat rules John Doerr
- Richard Slater working party chair
- Standardize the rules that various OAs request permission to change under RRS86.2
- Worked with WMRT, GC32 and Extremes to develop
- Working and testing
- Attracted the interest from other classes also
 - Australia Super League foiling
 - Interest from Nacra class
- July 2019 present a draft Appendix for consideration of inclusion into the RRS

TD Sailing World Cup Antonio de la Madrid

- What are the plans for Nacras?
- The difference to umpire a foiling boats vs not foiling
- Aarhus qualifier 2018 (due in 7 months)
- Olympics 2020
- Must be clear if they shall implement the rules or not
- How many events do you need to train officials on high speed Nacras
- Going to use the rules through the whole event not just for the medal race. They must be used through the whole event.
- Adopting the high-speed rules must say to Nacras that considering this and decided by first of January 2018.
- Get from Antonio: this is the biggest fleet and this is the smallest fleet.
- Olympic fleet size is 20

Medal Race

- Process in Aarhus. Did not have separate jury for on the water and land.
- If problem with quarantine a call is a dangerous process. If mobile phones are working in the rib.
- Measuring quarantine process
- Qingdao hearing on the water.

Single person umpiring

- John & Craig
- Single person umpiring is appropriate in some events
 - Quality of decision making (will not be of the same standard the whole day, overall decision making will suffer during the day)
 - Safety (driving with boat and seeing what is going on, you don't have eyes in the back of your head, you don't have peripheral vision, you must whistle and flag)
 - Education and development of umpires (if you don't have upcoming umpires then you don't get learning)

Craig

- Advocate, that high level invests that don't invest in race officials will run out of umpires
- With you on the safety, want to have a second umpire with the lead umpire, the other is responsible for safety
- Raised the level of pay for the lead umpires, second person in the boat become the developing umpire

Bill

- It really makes you focus when you are alone
- People who are umpires are not looking around, they are focusing on the action
- Feel more confident by being in the boat myself. Then I know to look around.
- Most important is to not slow down
- Monohull match racing is better to have 2 people on the boat, with high speed boats it's better to be alone
- In the cup had a policy not to have an umpire on the boat.

Umpiring from a booth/drone

- Get more applications on umpiring from a booth
- AC booth, technology is the greatest improvement. The booth umpire has been tried out for 6 years. Booth was done in San Francisco
 - Earlier most decisions were made on the water and verified from the booth (wing)
 - Now it's wise versa, booth making the decision and the on the water umpire gives additional info
- You must be connected to the on the water technical system
- Dryer and cooler in the booth than in the umpire boat
- Can a principal event be counted as umpiring from a booth?
- The guys driving on the water are they umpiring?
- You need back-up if the booth doesn't function
- There must be a discussion between booth and the guys on the water

Russell

- Don't underestimate how skilled these people are in the booth. They must be more precise.
- San Francisco vs Hyeres

Bill

- Drones are becoming more and more prominent. At every windward mark. Get a copy of the tape. Good to learn. Port starboard, starting, windward marks.

IU Manuals

Match Racing

- 2017 version update Marianne and Gary Manuel
- The manual is on the website

Team Racing

- Updated version by Chris Atkins, is on the website.
- Chris don't want to continue working on the panel.
- Flavio is also an instructor

Umpired Fleet Racing/ Medal Racing

- Not worked as fast as possible. Partially written sections. How do we present it and who will check it? This shall be reviewed.
- February next year we will have a Fleet Racing manual.
- Miguel Allan promised to do it but never did it

Rapid Response Calls Working party is now split into match racing and team racing

- Rapid response calls opted to work slightly different
- Match racing 8 people (5 rapid response calls, group was appointed very late). Some feedback on procedures.
- 002 twin + additional penalty Marianne Middleton vs One regular and One with red flag Richard Slater. Discussion. **The Rapid Response stays at it is.**

Education and Development

- Seminars and Clinics
- Match Race seminar in USA
- Fleet Race seminar in Scotland
- Many instructors are involved with Volvo Ocean Race. Training new instructors.
- Conferences and development seminars. Antibe had difficult to find on the water assessments
- People don't get to drive at lead umpire events
- Mariannes amazing spread sheet about written test questions. Needs to be shared. Mats Björklund will take over this work and will work alongside Marianne a couple of days. WP Marianne, Mats, Richard
- Fleet race test

The Racing Rules Committee Wednesday 8 November 2017

Opening of meeting

We vote on the Submission: In Favour or Reject

Submission categories: 1 Everybody supports 2 feedback wanted => short discussion 3 Everybody rejects

Racing Rules of Sailing - Submissions

133-17 Rules published in the Rule Book, will not be changed during a 4-year period. Racing Rules for instance Addendum Q and high Speed Rules can be changed. Therefore, we have different definitions to facilitate this.

Proposal 1 Approve

Changes to Racing Rules technical part and a softer part. Now the Racing Rules Committee can make a recommendation, with this proposal Racing Rules Committee can decide.

After this, any Council member can put up their hand during a period of 7 days and then the decision goes to Council.

Suppose we change Addendum Q and nobody recognizes it. John is writing a procedure document for the Racing Rules Committee.

Proposal 2 Approve

Proposal 3 Approve

135-17 The amendment is questioned. From the pre-start side to the course side instead of the direction of the first mark. The under lined words are saying the same thing twice. First vote of the edit: Edit stays. Submission: Approve

138-17 Argument if it is a problem. We should hear from the sailors. Let's reject this because of that. Let's wait and see how the rule works. The change is that the windward boat was fetching the mark before. Now it is the leeward boat that the fetching the mark. Change: from Windward boat to Leeward boat: Reject. Not considered urgent.

139-17 Rule 21 exoneration. Compelled to hit a mark: Reject

140-17 Rules dealing with exoneration would be easier to find if they would be in the same place in the Rule Book. Reject.

142-17 Approve. Urgency Approve. 1.1.2018

164-17 Many reasons not to have this case. A appeal can only be handled when parties are members of a MNA. You can deny appeal under rule 70.5. Many MNAs are more like clubs and to put the burden on the sailor is wrong. Reject

Reports

Chairmen highlight certain points

Racing Rules WP:

- Met in London in September for three days and had extensive discussions. Decided categorising submission into 1-4 (1 everybody approve, 4 everybody reject).

Case Book WP:

- Revision of all cases after last Annual Meeting in Barcelona. Case Book is published only on-line (app). Amend Case Book and add the comments at the beginning of the book and marks, where things have changed.

Q&A Panel WP:

- Three would like to have some guidelines on. 2017 B1 RRS 20.1 published an answer that the WP thought contradicted case 54. When, hail and not heard. Then not valid. Alternative: If the hail is not heard, but the prevailing conditions are so that it is possible to anticipate that a tack must be made, then RRS 20.2 applies. Cannot change a rule in a Q&A, that's the procedure. We could make a test Rule 20.2 and try out and get experience. The

Jan Stage Race Officials Committee 3 questions from Addendum Q:

- How long shall it be possible for the RC to change scores under 90.3(c) Suggestion: Add to Q1.1(c) after the removal of flag B, scores shall not be changed.
- Should the competitors be allowed to wait for an umpire signal before taking a penalty? Suggestion: Add rule 2: When racing a boat need not take a penalty unless signalled to do so by an umpire: WS want to help spectators to understand what is happening and that's why we: Recommendation approve
- Should there be a limitation on Technical Committee protests to those things that are their domains: Recommendation: approve

Update from the Board

Alastair Fox update:

- Board has had monthly calls.
- Event Strategy.
- Developing a safety network.
- 29er/ Nacra incidents. Sustainability.
- Not to have a flying Nacra 15 model for youth.
- Regulation 23 and 20.24 discussion.

World Sailing Event Strategy

Committee consisting of: Kim Andersen, Torben Grael, Yann Rocherieux (Board). Events Committee members and Olympic Classes

Three options: What the athletes want.

1. Board Proposal: Multiple standalone World Cup Series round aligned with classic regattas and a World Cup Final.
2. Flexibility – Open Regattas Proposal Build on the success of Classic Regatta and ensure an appropriate ranking system qualifies top sailors to a standalone restricted entry World Cup Final.
3. Optimising Existing Regattas Proposal Reshape the World Cup to be the last days of Classic regattas tailored to meet the commercial and media needs of WS

Discussion:

Must think about what the sailors want. Travel is expensive. Check calendars. Sailors typically want to do fewer regattas and stay longer in one place.

The Board proposal wants to align the calendars, so that the sailors don't have to be in many places at the same time. A 4-year calendar is an impossible task to achieve. The World Cup is commercial with the title of World Champion. Abandon the World Cup Series as it is today. The real question is still the calendar. What's in it for the sailor (World Cup is a commercial thing) We must sell this better to the sailors. Calendar 2024 Europe will be very strong. Post 2024 there will be less funding available. From an event organisers perspective option 3 is difficult. Understand how the teams are organising their calendar. Sailors get money by winning medals. Sailors are going to the Olympics; the rest is back ground music. Commercial value WS don't understand the value of this circuit. It is nothing compared to the Olympics. We need to consider the whole world. The sport is also outside Europe. The world cup has never been endorsed and this is a problem. The sailors are looking for regattas with high quality. The world cup series are not the strongest events and participation is low. Strong events Palma, Kiel, ... and combined them with series. Option 2 is the best one for going further. This feedback will be put forward.

Rankings:

Gary Brodie: WP sailors may count to 2 of the most recent world championship regattas to their rankings points total. Sailors can count points from two further 200 points with their remaining tallies coming from 100 and 50 point regattas no sailors points tally can exceed 1000 points

200 points (no change) 100 points 50 points

Comments: there should be a continuous review. Important that crew have same points as skipper.

Submissions:

Process – need a proposal and seconded – then put the motion to reject/ approve/ defer

065-17 Entry Quotas of Olympic Classes: Defer

101-17 To include the Para Sailing World Championship with the Sailing World Championships: Approve

024-17 Against the monopolisation of production of boats of Olympic classes: Debate no motion

013-17 Monopoly and competition on reviews: Approve

032-17 Electronic Voting for Olympic Sailing Competition: Electronic voting should be avoided. Sitting around the table and interacting is better. The principal in this submission is widely supported. Reject.

034-17 No proposal

066-17 To provide certainty for MNAs and sailors over decisions for the Olympic Sailing Competition. Comments: Worries about the testing period. No one is going to test them before the Olympics. The test period should to extended. Friendly amendment November instead of May. Intent is right. Test Miami, Palma, Hyeres there is time. Approve

Format WP recommendations to Council on the format for the Tokyo 2020 Olympic Games

WP has worked together with the classes on the formats. Tried different styles. In RIO the medals have been decided before the medal race, which is not good and want to avoid this.

Medal Race Option 1: 1 race. Top 20 for the laser and laser radial. Top 19 for the Finn and 470 men. Top 21 for the 470 women. Try to include more countries to make it more exiting. **Option 2:** 1 race with top 10 for all events.

Scoring: Option 1: Half the score from the opening series + singles point scoring for the medal race or Option 2: Opening series scores + double point for the medal race

WP encourage to vote on option 1 and 1

Comments: What does IOC think. They are not going to tell, but they will say what they like and don't. IOC want to reach out to younger audiences and have spectacular events. The key is how we present our sport and use technology to help understand what is happening on the water. Not ready for a drastic change. Medal race in RIO worked very well. Compared to RIO want a few changes. For instance, reaching start is good. 49er FX brings a lot to the show. We shall only decide on tested things. Medal race is the way to attract spectators. The format and visibility is important. Working on showing our sport better. We are not collecting the right data now. There is nothing wrong with winning the Olympics beforehand. It is very difficult already to do this. If there are too many boats in the final. Medal race is ok the media and spectators are used to it.

Voting for Olympics:

Section 1 what is the medal race for laser and laser radial 20 or 10 boats: decision 10

Finn 470 men and women: decision 10

Scoring: Opening series scores and medal race x2

Windsurfer: keep as it is and with a reaching start: Standard Medal Race, same scoring system as previous.

Skiff men & women: Decision: Medals Series 3 races (top 10 from the opening series)

085-17 RSX Class Medal Race Format: Reaching start: Approve

035-16 Reject

To receive a report from the Quotas and Qualification Party and make a recommendation to Council on the qualification system for the Tokyo 2020 Olympic Games.

40% of the placers in each class to be awarded

To review the World Sailing Olympic Strategy from Tokyo 2020 to Los Angeles 2028 including:

- IOC Agenda 2020
- World Sailing Event Strategy - Events and Equipment
- Qualification
- Universality & Participation
- Innovation
- Gender Equality

Process for decisions: Event May 2018 and equipment November 2018

Introductory remarks: June Santander 2017 meeting. Identified several ideas which are now on the table. Opportunity for sailors to win a second medal. Agenda 2020. The present situation! Change or be changed! We are moving towards an event based instead of sport based. 2030 goals are looking into the future. It seems that this organisation is without self-confidence. We listen what IOC says and then we do. Instead jump into the driving seat and start developing things pro-actively. If we could look at 2032 and where we want to go and then plan backwards. Thailand 10 boards on the beach when coach. Can't talk about the high-performance boats, but also all the boats, which can be rented or borrowed. Para Sailing are now turning things around. Listening to

the equipment committee. We have too few girl classes and we need to have single handed. We cannot be all things to everybody across all events. The whole future of youth Olympic games. What do these youths want? They want to have fun, find purpose, have a new experience and away from organised sport → kiteboarding.

There is huge pressure on IOC to reduce things at the Olympics. If we don't showcase our sport then we will have less events.

Kiteboarding is a new event to our sport. Let's talk about the big picture. Working Party regulation 23 is not going to work. Working Party must change regulation 23.

Two subjects which has the potential to make sport different. It's better to have more mixed events and teams. 2020 vision Nelson Mandela observation of our sport – Change People! To take a fierce standing against discrimination. The Board has chosen to. It is very important to take a stand against discrimination. We must have a strategy on that.

Team Racing could be used in the Olympics. You could use the 470. This gives the opportunity to drive towards a second medal. We have never gone. Optimists are very interested in Team Racing. Changes of the events to the Olympic games.

Talk about universality, gender equity and appeal to youth. It is much to do about the boats we choose. When we select, the events offer a second medal opportunity.

Universality, we try to push something into the Olympic. Choose from the classes instead of pushing from the rope. We don't have a microeconomics of sailing. We now have gone towards like a big rich state. It is very difficult to have a low-level economy. People want to live out their passion. This was in the past. Comment star sailor when a class was taken an Olympic class it would had helped an emerging country. Then they must give the opportunity to build our boat. Don't push from the top also grow from the grass roots.

We don't sell our sport the best way. It has much to do with presentation (environmental, gender equality, Olympic commission report, youth, let's not try to invent. Change equipment there is where the costs come in.

078-17 defer

Deferred Submissions:

60, 70 79 81 82 all still on the table

Regulation 23

070-17 Weight and shape are strategic issues. This is already in the regulations. Olympic classes discussed all submissions and support both weight and shape. The point is shall we give thought to this when consider and decide. This is a possibility to discuss it as a strategic issue. Instead to talk about one events this is a strategic discussion. Recommendation to approve 70 and reject the rest.

67 to together with 71 generic position what our events shall cover. These are enabling submission to have events committee have a discussion. Second one talks to classes to distinguish comments: the boards intention was to bring these commission to

69 to discuss the introduction to have a minimum number of mixed events. One, two or four mixed? Reject.

75 make sure that the data collected are used. Criteria for data collection and utilization of data. EWC gathered and analysed data last year. Even if data is collected there has to be a idea on how to utilise it. reliability issues on data collections. We need to go towards a more evidence based decision making. this look further into the future, we are now discussing more like 2028 than for 2024. If we reject we shall make a couple of comments. WS shall focus on data data collected that we are in a shape of making proper decisions. The WP proceeds to look at data collections for 2024 and 2028

To finalise the decision-making process for the selection of Events and Equipment for the 2024 Olympic Games.

Meeting with ORC/ Finland Joakim Majander, Patrick Lindqvist

Objective of meeting is to discuss whether Finland would be willing to move towards ORC Club Certificate.

Finland has had 130 international certificates before, today there are 55. LYS 250. Avomeripurjehtijat is the racing association in Finland. Mikko Palkama will retire.

Norway has made a successful transition to ORC Club four years ago. ORC would be willing to support Finland both on the technical level and the budget level. The certificate would be given for free the first year. In Finland there are about 1000 boats racing. In Norway there are 4000 ORC Club certificates.

The benefits of a standard certificate are transparency, equality, fair service, backup and help. ORC has 10.000 certificates today around the world. This gives kind of a standard.

Next Steps:

Joakim Majander will discuss within Avomeripurjehtijat the suggestion of moving towards ORC Club. If there is interest, then Finland shall make a suggestion to ORC on how we would be willing to proceed.

World Sailing Organisation at Office

The Office has moved from Southampton to London during 2017.

Events Organisation

- Alistair Fox - Director of Events
- Antonio Gonzales de la Madrid - Head of Events
- Pedro Rodrigues - Events Manager
- Madeleine Dunn - Race Officials Manager
- Matthew Wheaton – Sailing World Cup Executive
- Daniel Smith – Communications and Digital Manager

Matt mat.wheaton@sailing.org

- Grading forms: matchresults@isaf.com matchrace@isaf.com @sailing.org
- SailorID/ Calendar/ Ranking/ Grading/ Event organisers/ Invitations Youth

Pedro pedro.rodrigues@sailing.org

- Contracts/ Bids/ Press release/ Events announcements/ Bid documents/ Website improvement/ Microsites/ Subpages
- Bid deadline 1.12.2017
- WP recommendation 17.12.2017
- WS decision 1.1.2018

Antonio antonio.gonzales@sailing.org

- Notice of Race
- Sailing Instructions
- Technical Delegate until one appointed to events

Madeleine madeleine.dunn@sailing.org

- EAWP Ana, Barry Johnson, Maddie
- TD
- Umpires
- Event organisers

Missing person => Antonio/ Mat

- Communication: Youth, Women, Open sailors
- Event organisers

Daniel Smith daniel.smith@sailing.org

- Media people
- WC: Women, Youth, Nation: Contract, TD, Umpires
- Guidelines G1 and G2 => WP => MRSC => ROC => Antonio
- Alistair is the director (big picture, IOC,
- Antonio Head of Events
- Maddie Race Officials, appointments
- Director/ Head/ Manager