

CONTENTS

PART I – REPORTS - 1 January 1999 – 31 December 1999

President's Report	1
Secretary General's Report	3
Treasurer's Report	6
Centreboard Boat Committee Report	7
Constitution Committee Report	8
Disabled Sailing Committee Report	10
Events Committee Report.....	11
International Regulations Committee Report	12
Keelboat Committee Report.....	13
Match Racing Committee Report	13
Measurement Committee Report	15
Multihull Committee Report.....	15
Offshore One-Design Classes Committee Report	16
Race Officials Committee Report	17
Racing Rules Committee Report	18
International Judges Sub-committee Report	19
International Umpires Sub-committee Report	20
Race Management Sub-committee Report	21
Regional Games Committee Report	21
Sailing Committee Report	22
Training and Development Committee Report	23
Windsurfing Committee Report	24
Women's Sailing Committee Report	24
Youth Sailing Committee Report	25

PART II – FINANCE - 1 January 1999 – 31 December 1999

Part A

Audited Accounts –
International Sailing Federation (formerly
IYRU

Company No. 2576289

Part B

Audited Accounts -
International Sailing Federation (Consolidated
of ISAF Ltd. (IOM) and Sailing International
(SAIL)

Company No. 3255744

PART III – BUDGET – 1 January 2000 – 31 December 2000

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INTERNATIONAL SAILING FEDERATION

(Incorporated as a company limited by
guarantee and not having a share capital)

REGISTERED OFFICE

Third Floor
Celtic House
Victoria Street
Douglas
Isle of Man IM1 2SJ

A company limited by guarantee
and registered in the Isle of Man
under number 79772

**ISAF Secretariat, Sailing International, Ariadne House, Town Quay, Southampton, UK.
Tel:+ 44 2380 635111. Fax:+44 2380 635789.
E-mail: sail@isaf.co.uk. Web: www.sailing.org**



I S A F

President's Report

Paul Henderson President

The end of another year at ISAF is again a time for reflection. It does not seem like 30 years since I first arrived at the IYRU as a competitive Finn sailor being asked to sit on the CPOC as the representative responsible for the 1976 Olympic Games in Kingston. Beppe Croce realised that it was essential to bring along the next generation and showed great interest in many of us who are now approaching the end of our long tenure and are faced with the same challenges he saw. It was a great pleasure for HM King Constantine, Ding Schoonmaker and myself who were of that period, along with the Executive Committee, to be present to witness.

The last year has been very challenging as the two year term does not allow for strategic planning and then time for an implementation period. The Executive Committee just gets comfortable with their new responsibilities and then immediately face another election year. It has been proven that, although controlled change is important, dramatic change is more difficult and continuity must be preserved if the volunteer aspects of Sailing are to be maintained. The Executive Committee with six new members has met this challenge with dedication. Nucci Novi Ceppelini has the singular honour of being the first woman to be seated as a VP. Nucci has been the champion for women's involvement in Sailing. Nucci with her medical background has also taken on the responsibility for a major focus in the World of Sport today the fight against drugs and doping. I would especially like to thank Goran Petersson for his continued contribution in drafting most Executive Committee directives and who, along with Ken Ryan, are responsible for the supervision of the Olympic Games in Sydney which is well under control.

Ken Ryan has prepared an ISAF comprehensive manual for future bidding cities who will host Olympic Games. When Brian Willis took on being the Chief Judge of the America's Cup where he has raised the respect of Team ISAF to unprecedented heights, it was Ken who again rolled up his sleeves and acted as the head of the Race Officials Committee.

David Kellett and George Andreadis spearheaded the positive discussions with the ORC and along with Hans Zuiderbaan, Goran and Ken have united Sailing under one roof while respecting the various needs of all areas of the Sailing spectrum.

Fernando Bolin has taken on the most challenging new portfolio of coordinating the numerous Regional Games which in the future will be an important development tool for Sailing. Fernando is also responsible for the ISAF Olympic Classes World Championships in Cadiz 2003. Again he is involved in the very delicate and sensitive area of Olympic Qualifications. Ding Schoonmaker has the task of ensuring the International Classes points of view are heard including the difficult areas of monopolies, measurement and all aspects of ISAF policy which impact the average sailor when they choose to go to sea race.

These are but a few of the tasks well addressed by your Executive Committee and we owe them all a sincere debt of gratitude.

Finance

This is always of deep concern to any volunteer organization and has been a priority at ISAF for 5 years now. I am sure all will be impressed at the financial information presented. It is due to the diligence of the Secretary-General, Arve Sundheim, who along with the staff have served admirably while keeping the costs in focus. Brian Southcott has invested and manipulated our investment funds with remarkable success. It has also been encouraging to see the important increase in revenue. All these factors have melded together to avert the crisis predicted five years ago for the autumn of 1999 when our advisors predicted ISAF would run out of money and ISAF would have to utilise a substantial part of our reserves.



International Olympic Committee

The IOC is going through a major restructuring process including the problems in elite sport with performance enhancing drugs. The IOC has required more and more attention by all International Sport Federations to keep on top of these developments and ISAF must continue to do so for the foreseeable future.

ISAF involvement in the Olympic Games has the result of subsidizing over 50% of our revenues. Due to the restructuring of the IOC caused by the negative publicity during 1999, ISAF is not completely sure of the Olympic revenue forthcoming from Sydney. This makes the ability to budget over the next four years difficult and it is hoped that this information will be available as soon as possible.

Internet

Again the Internet and the use of modern communication vehicles has been a priority at ISAF

The World of Information Technology is exploding. Sailing is a sport that is most suited to this development and it is essential that ISAF keep abreast and current with the changes. At this time the method of handling ISAF Internet needs are under intense review led by Bernie Stegmeier and the ISAF staff.

Advertising Code

When ISAF addressed this issue a decade ago it caused great controversy within the ranks of ISAF as everyone had an opinion and also a bias. This is especially true with regards to the different needs of the various MNA's and the desires of the ISAF Classes. The original code put the control of advertising into the hands of the Event Organisers which was a compromise reached to endeavour to get a code passed. Over the years and more recently, as advertising on boats became more prevalent, many weaknesses and complaints surfaced especially from the individual sailors and the Events themselves. ISAF decided to again address this volatile issue and proposed a simple policy solution which was that a portion of the hull be reserved for the Event Sponsor and the rest of the boat and equipment be in the domain of the sailor to assign as they wish.

It is unproductive to detail the various debates except to say that it is hoped that the new Advertising Code after the period of delay will be agreed on as the sailors are strongly supportive of the new direction. The Advertising Code will be revised over the coming years as is normal with all such important ISAF initiatives.

ORC

The single major accomplishment during 1999 has been the positive dialogue between ISAF and the ORC. Although the final details are yet to be finalized the expressions of good faith in which all have proceeded is commendable. The major recipients of this initiative will be the group we have all chosen to serve, the sailors, no matter what appendage they choose to hang from their hulls.

Offices

In all organisations at this time it is very difficult to get dedicated volunteers. It is therefore essential that the ISAF staff provide the expanding support functions required by the many committees. With the inclusion of the ORC and their needs the atmosphere and conditions under which the ISAF staff work must be adequate. The move to Southampton has worked very well and Arve has been able to agree with the City of Southampton on a very favourable rate. It is therefore proposed that the offices be expanded to the ground floor of Ariadne House which will be adequate to house the new Phelan Room and also the technical department with the ORC.

Conclusion

As has been said before that endeavoring to administer all aspects of the Sailing spectrum from Optimists to Olympics to America's Cup and everything in between is like being the federation responsible for all games played with balls. Hopefully, that in spite of the many challenges it is agreed that 1999 has been an successful year and that in this new millenium we can in a positive mindset ensure that ISAF can continue to provide for the integrity of Sailing ensuring "Fair Play" with a revitalized structure which allows ISAF to service all aspects of this most diverse sport.



Secretary General's Report

Arve Sundheim Secretary General

The ISAF Secretariat has now settled in Southampton and is in its fourth year after its successful move from London. We have negotiated a discounted long term lease with a break clause every five years. The landlord at Town Quay have applied to the Southampton City Council for planning permission to change the ground floor area into an office unit as well and the intention is then for ISAF to occupy both floors as a replacement for the offices and storage in central Southampton.

Staff

At 31 December 1999 the number of staff members in total were unchanged from last year with a total number of 13, 11 full time and 2 part time. The priorities of staff work have been unchanged over the last two years and is at present as follows:

- Service to members
- Preparation and implementation of Council and Executive Committee meeting and decisions
- Olympic and ISAF events preparation/participation
- Co-operation with Committee Chairman in preparation of the November and Mid Year meetings
- Service those areas/committees given priority by Council

Based on this year's experience it is intended to reduce ISAF staff involvement in ISAF events and increase service to ISAF committees. ISAF's involvement in events is easier dealt with by volunteers than servicing ISAF committees. The long term objective is still for ISAF staff to do ISAF events as well. There have been the following changes in the staff throughout the year. Our technical assistant Ben Cook left ISAF in March 1999 and was replaced by Craig Mitchell. Lulu Kerr, PA to the Secretary General left in May and was replaced by Gail Cape.

Computer and Electronic Equipment

Our extensive year 2000 compliant programme worked well and we did not experience any problems over the new millennium. The upgrade of our database is almost completed and the Olympic Class ranking is now operating satisfactory. Late changes in the Match Race Rankings system have created a further delay in the final Match Race Ranking programme.

Category C Advertising & Approval Fees

Due to the America's Cup the total amount of Category C fees increased this year. A total of £85,000 was transferred to various MNA's as their Category C share (approximately 65,000 from America's Cup alone). Due to the delay in implementation of the new Advertising Code MNA's will continue to receive Category C money also next year. If and when the new Advertising Code is implemented the MNA's licence system (if introduced) is intended to replace their share of the future Category C fees.

With regard to the America's Cup the future Category C fee, this fee is regulated by Council's decision in 1998 for a split of 40/30/30 between ISAF, the host MNA and the participating MNA's. This split was first introduced this year. The following MNA's received Category C money in respect of events held in their country during 1999.

1999 Category C Credits

MNA	Amount £ Sterling
Australian Yachting Federation	<u>4,452.47</u>
Bermuda Yachting Association	<u>500.00</u>
Croatian Sailing Federation	<u>500.00</u>
Federacion Colombiana de Vela	<u>750.00</u>
Danish Sailing Association	<u>1,500.00</u>



Deutscher Segler-Verband	<u>520.00</u>
Dubai International Marine Club	<u>500.00</u>
Federacion Espanola de Vela	<u>3,685.80</u>
Federation Francaise de Voile	<u>3,103.33</u>
Irish Sailing Association	<u>300.00</u>
Federazione Italiana Vela	<u>9,038.27</u>
Japan Yachting Association	<u>2,852.47</u>
Koninklijk Nederlands Watersport Verbond	<u>920.00</u>
Yachting New Zealand	<u>32,309.08</u>
Royal Yachting Association	<u>3,720.00</u>
All Russia Yachting Federation	<u>500.00</u>
Schweizerischer Segelverband	<u>2,852.47</u>
US Sailing	<u>15,762.35</u>
TOTAL	84,786.24

ISAF Council

There follows a summary of the main issues dealt with by the ISAF Council at its two meetings during 1999, Vancouver 1-2 May and Sydney 11 -12 November:

- Established a new Empirical Handicap Committee and approved terms of reference
- Final approval and appointment of a Team Racing Sub Committee
- New advertising code (not finalised by the end of the year)
- New regulation on Media Rights
- Equipment Rules of Sailing (not finalised at the end of the year)
- Moved AGM of Sailing International and Sail to the Mid Year Meeting
- Approved a new Audit Committee to replace the old Finance Committee
- Granted the ORC the right to hold an IMS Offshore World Championship for 1999 and onwards
- Terminated individual membership system of ISAF
- Decided to terminate the requirement of individual membership for ISAF Race Officials in order to become an ISAF official
- Approved a system of de-certification of ISAF Officials if he/she acts against the best interest and objectives of ISAF
- Approved a new category of ISAF classes to be classic yachts
- Awarded Cadiz the 2003 ISAF Worlds for the Olympic Classes
- Re-instated the Philippines as a full member of ISAF
- Approved a new category of ISAF membership, Associated member
- Approved the introduction of out of competition testing and that no prior consent is required for such tests
- Approved the match racing format for the Women's Keelboat event in the Olympic Games
- Approved the fleet match racing format for one of the Men's Keelboat events in the Olympic Games
- Approved the fleet racing format for all events in the Olympic Games in 2004

- Approved the following classes as new ISAF classes (subject to final agreement as advised in Regulation 10.3)
- Laser Radial
- J80
- Sonar
- 29'er
- Approved in co-operation with the National Flag on the gennakers of the 49'er class
- Approved the Constitution Committee to be the solely responsible body for interpretation of ISAF Constitution and Regulations
- Approved a new regulation regarding misconduct of ISAF race officials, race managers and ISAF representatives
- Approved a new regulation regarding withdrawal of privileges when in arrears of subscription etc.
- Approved a new regulation regarding appointment of International Race Officials
- Noted the 2000 Sydney Olympic Jury to be as follows

Chairman:	Bryan Willis	GBR
Members:	Hans-Kurt Andersen	DEN* replaced by Margriet Pannevis
	Eva Andersson	SWE
	Ajay Balram	IND
	Neven Baran	CRO
	Bernard Bonneau	FRA
	Aaron Botzer	ISR
	Jim Capron	USA
	Carlos Diehl	ARG
	John Doerr	GBR
	Steve Hatch	AUS
	Pat Healy	USA
	Nelson Horn Ilha	BRA
	Oleg Illyn	RUS
	Giorgio Lauro	ITA
	Pertti Lipas	FIN
	Jack Lloyd	NZL
	Henry Menin	ISV
	Marianne Middelthon	NOR
	Takao Otani	JPN
	George Panagiotou	GRE
	Bo Samuelsson	SWE
	David Tillett	AUS
	Steve Tupper	CAN
	Lorenz Walch	GER

* This is due to personal reasons

Executive Committee

There follows a summary of the main issues dealt with by the Executive Committee during its four meetings of 1999 as follows:

Paris	29 - 31 January
Vancouver	29 & 30 April
Southampton	10 -12 September
Sydney	5 & 10 November

Media Rights
 Advertising Code
 Regional Games
 ORC/ISAF merger
 Olympic manual
 America's Cup
 Volvo Ocean Race
 Volvo Youth Worlds sponsorship



I S A F

ISAF Worlds
Sport marketing agency
Disabled Sailing
Competitive eligibility
Medical Commission
2003 Worlds contract/agreement
Budget 2000
Accounts 1999
Individual membership
Article 95
ISAF divisions
Classic yacht guidelines
November conference/submissions
World Championships 2000
Anti-doping panel
ISAF policy document
International regulations
Commission
2000 Olympic Regatta
Match Racing Tour/Grade 1 events
Payment of juries in high profile special events
Associate membership
ISAF events/frequency
Staff involvement in ISAF events
Website objectives
Annual meetings of sub committees
International calendar of events
Review of the ISAF medical code/IOC code
Executive committee of area of responsibility
Pax corporation/ website adverts
Match Racing/Team Racing Call Book
Electronic starting lines/digital GPS system
Evaluation trials for multihull and high performance single handed dinghy

Treasurer's Report

Brian Southcott **Treasurer**

The consolidated accounts for the year to 31 December 1999 present the Income & Expenditure and the Balance Sheet for the parent company in the Isle of Man, and for Sailing International in Southampton. The latter company provides the administrative and technical services for its parent company. The final outcome compares favourably with the initial, and updated, budget forecasts presented to Council at previous meetings.

The final allocation of the Olympic Revenue Fund derived from the 1996 Olympic Games provides sufficient revenue to allow an increase to the Federation's Accumulated Fund. A new Olympic Reserve Fund will be established in next year's annual accounts and, as agreed by Council, will provide yearly transfers to the Consolidated Income and Expenditure Accounts for the five years concluding on the 31 December 2004.

Income has increased by 38% when compared with the previous year to 31 December, 1998. This is mostly due to a useful increase in fee income from the higher number of boats built and an increase in Category "C" income, especially from the America's Cup. Other increased receipts from ISAF events and the Internet are mostly offset by the higher corresponding costs.



The financial assistance from the Volvo sponsorship is particularly useful and appreciated.

Direct costs show an increase over the previous year although much of this rise is offset, as explained above, by corresponding increases in income. The reduction in administrative expenses is a particularly important factor in the overall satisfactory outcome, and achieved by the careful control of all expenses by our Secretary General in Southampton. Lower costs of telephone, printing, stationery and postage and a saving on the business rates have all contributed to this overall reduction. "Making Waves", now printed on the website, also reduced printing costs.

The ISAF website, and its financial implications on the longer term income and expenditure, have been closely reviewed by the Executive Committee

The exact contribution of television royalties from the 2000 Sydney Olympic Games to ISaF is not known as this report is prepared. However, the federation must continue to budget carefully and prudently to ensure that the financial demands for the years to 31 December 2004 are contained within the income available, including this important contribution, so that the reserve fund can be further enhanced at the same time. It is important that the federation transfers monies to its reserves to meet any possible unexpected future contingencies.

Finally I again thank all members of staff at Southampton who give me invaluable support during the year, and all committees and sub-committees who curb their financial demands to reasonable levels in order to ensure our federation remains in a satisfactory financial state.

Centreboard Boat Committee

David Cook (NZL) Chairman

The new Committee assembled for the first time in Sydney in November and it is clear that there is a wealth of sailing and administrative experience amongst the members. Each member has been allocated two of the International or Recognised classes under the committee's control to be particularly familiar with.

At the November meeting, rule changes were considered and recommended for approval by Council for the following classes:

B14, Europe, 470, Flying Dutchman, 505, Laser, Laser II, Optimist and Topper. There was insufficient time to consider a late submission from the 420 class for rule changes that were basically tidying up inconsistencies in the existing rules. They will be considered by the executive of the Committee to see if an urgent decision is necessary.

New applications for recognition are now generally in accordance with ISAF Standard Class Rules format, and present International and Recognised classes will be encouraged to re-format their rules to comply.

The 29er Class, with over 160 boats in 5 countries, and with builders licensed in 6 countries, was recommended for recognition as an Established Class.

An application for Recognised status from the GP 14 was forwarded to Council with a recommendation for approval on the basis of its long establishment as a general purpose sailing dinghy in order that the class be able to continue to hold their World Championships.

The Laser Radial was recommended for approval as an International Class in its own right.

The Committee discussed and agreed with the broad based nature of the proposed Evaluation Trial to be held for single handed dinghies, and nominated Fred Kats of Holland to join the Committee chairman on the Evaluation working party.

During the past year, the executive of the Committee, in conjunction with the respective class associations and the ISAF Technical Officers, have been assisting in the fine tuning of the new Europe mast specification and in discussions with some of the 470 licensed builders who are considering adjustments to their construction materials as allowed within the present class specification.

Constitution Committee

John Tinker (CAN) Chairman

The Committee has dealt with a myriad of issues over the period, finalising wording for new Regulations and Articles, whilst at the same time maintaining the consistency and clarity of ISAF's Rules and Regulations.

The introduction of the ISAF Codes has been a predominant focus, with the Advertising Code effective from 1 January 2001. The Media Rights Regulation, now the intent has been understood and accepted, has been adopted with assent.

To summarise the following were the key areas during the period 1 January 1999 - 31 December 1999:

The Advertising Code, first proposed in November 1998, was further reviewed and amended during 1999, with the date of implementation deferred to 1 January 2001. The Constitution Committee have acted as an advisory group and will be charged to finalise and amend as necessary the final wording.

Council also approved that the ISAF Eligibility Code - RRS Appendix K become an ISAF Code within the Regulations. Changes were approved to the Articles to allow the three codes, ISAF Advertising Code, Medical Code and Eligibility Code to be included in the RRS by reference, but be part of the Regulations and subject to the rules governing ISAF Regulations.

In an attempt to protect the media rights of ISAF, Classes and Events, a regulation was proposed to state that ISAF is the sole owner of such rights for events using the RRS, and will then grant the rights accordingly to MNA's, Classes, Event Organisers and/or other parties.

The Executive Committee was granted the right to be exempt from the submission deadline of 1 August, in view of their annual September meeting when such matters would normally be considered.

In an effort to halt attempts to interpret ISAF Articles and Regulations by individuals or groups on their own, a new regulation was approved clearly stating that any such interpretations are the responsibility of the Constitution Committee.

New Regulations were introduced regarding the appointment and approval of officials at different events, and the specific jury number requirement for the Olympic Games was removed.

A Regulation was approved in principle, with final wording to be reviewed, to enable the withdrawal of status from committee members, race officials or ISAF representatives due to misconduct.

In November 1999, the Committee recommended that the responsibilities of Council Members and Groups be accepted, although at my request this proposal has been deferred for further consideration.

The Equipment Rules of Sailing have now been in the pipeline for several years, although November 1999 saw their approval deferred. It is hoped that these will now be approved in November 2000, in order to come into effect in conjunction with the new Racing Rules of Sailing.

The inclusion of a new level of ISAF Class Status called "Classic Yachts" will enable affiliation to some of the older classes, which are not in a position to attain the strict criteria applied to classes seeking International and Recognised Status, yet which are still a major part of our sport.

In recognition of the smaller less-developed nations who wish to be part of the ISAF Family but are not in a position to pay the subscription leveled at ISAF Full Members, and do not require the constitutional rights granted to Full Members, ISAF introduced Associate Membership available for a limited period for a lesser fee. To date one country has been granted this Membership.

ISAF is also looking at the means by which Regional Games organisations can be affiliated to ISAF, in acknowledgment of their important role in the development of the sport.

Regulations regarding the penalty in respect of non or late payment of annual subscriptions were revised, clearly setting out the withdrawal of certain rights. This regulation, together with adhering more strictly to existing articles, has resulted in subscriptions being received more punctually.

The MNA Questionnaire is an ongoing project and compiled in order to generate statistics on the sport, and evaluate the spread and representation of sailing around the world and hence representation on ISAF. However, it still seems that the questionnaire and process of gathering the information proves difficult for some countries, and the Committee will aim to simplify this for the future.

As an ongoing project the Committee has been reviewing the reordering and realignment of the regulations for Committees, to clearly merge the Terms of Reference and appropriate Regulations to one concise regulation.

The merging of the Training and Development and Youth Sailing Committees was approved effective November 2000, and the terms of reference will shortly be finalised, and a new Empirical Handicap Committee was approved. Minor amendments were made to the Terms of Reference of several other Committees.

The introduction of the Women's Forum, a body which has a voice and allows all the female members of ISAF Committees to meet as one, but which is not a formal committee, was formed and objectives approved in order to provide guidance on the Forum's role.

As part of changing the ISAF accounting year to follow the calendar year, it was necessary to move the Annual General Meetings to the ISAF Mid-Year Meetings, rather than during the November Meetings.

Disabled Sailing Committee

Ian Harrison (GBR) Vice-Chairman

Disabled Sailing has come a long way, since our late chairman, Henri Collot d'Escury began to coordinate international disabled sailing in the mid '80s.

Disabled sailing has now become well respected and is becoming more professional. However, as we grow, we are aware that we must become even more business like and introduce some formal structures.

This was well understood by the newly elected Executive Committee of IFDS. They met last May in Nyon, in Switzerland to discuss a future strategy for disabled sailing.

Following the meeting a business plan was prepared which will give a clear lead to the IFDS Executive Committee. At the same time it will provide a public declaration of the future intentions and activities of disabled sailing

Talks have been taking place between the IFDS and ISAF with the aim to investigate how the two organisations can work more closely together. So far no conclusions have been drawn but we expect that talks will continue later this year.

For a number of reasons IFDS became independent from The Royal Netherlands Yachting Union from 1st January 1999.

Thanks to the continued financial help of the International Sailing Federation we have been able to continue and expand the activities of the Secretariat. Through this we believe that we have already been able to increase our service to countries where disabled sailing is active.

Communication with these countries has greatly improved thanks to:

1. The establishment of the Website
2. The monthly e-mail messages combined with a bimonthly information sheet to active countries.
3. The Newsletter 'World Disabled Sailor' will be issued twice yearly from now on.

We have established new contacts with a number of countries such as Austria, Pakistan, Jordan, Singapore, Portugal, Hungary, Estonia, Turkey and Greece. We hope to deepen these contacts in the near future and hope that these countries will become even more active next year.

We are making every effort to cover all aspects of disabled sailing, not just racing. We are anxious to create even closer links with the Special Olympics and Visually impaired sailing. We are delighted that Barbara Anderson is promoting sailing for women with disabilities

Last year a Fund Raising Committee was formed chaired by Kikki Collot d'Escury and supported by Jan Romme. Thanks to their efforts an extra income of over 40.000 guilders was received, in the form of donations, last year. It is hoped that the upward trend will continue in this and in future years. Additional income is essential if we are to continue to meet the ever-increasing needs of disabled sailors worldwide.

The Executive Committee of IFDS has appointed a PR bureau, Tuyl-Kars Public Relations to assist in establishing a corporate image, develop material to involve new countries and individual sailors and to lay a structure for future fund raising activities. We believe that the money is well spent and is an investment for the future.

Earlier this year, a small delegation from the Medical Committee met in Canada to prepare a revised Functional Classification system, although previously, a great deal of work had been done in preparation through email. In Cadiz in September, the entire Medical Committee met to finalise the revised system.



Linda Merkle and the Technical Committee have been drafting a new updated Race Management Manual. During the updating it has become very clear how far we have progressed.

The major event this year was the World Disabled Sailing Championships held in Cadiz in September. I would like to express my thanks to the organisers of the event. Not only was it the first time that two classes (Sonar and 2.4mR) were included, but it provided a dress rehearsal for next year's Paralympics.

Moving towards Paralympic year, I would like to take the opportunity to thank all those who support disabled sailing in whatever way. Everyone works in a voluntary capacity. Your time and effort is invaluable and without it we would not be where we are today and certainly would not be looking forward to Sydney next year.

However, one person does require special mention and that is Jan Romme. He is now devoting practically all his time to disabled sailing and this has enabled us to move forward substantially this year.

Events Committee

Niels Ehrhardt (DEN) Chairman

The Events Committee members who were present in Palma, Mallorca met immediately after the Council meeting in Palma in November 1998, to establish the most urgently needed Working Parties to deal with the 2003 Olympic Classes World Championships, Evaluation Trials, Olympic Classes Contracts and the Overall Strategy of ISAF Events.

In January several members of the Committee attended the 1999 Combined Olympic Classes World Championships in Melbourne, a highly successful event, well run and well managed, and it did provide valuable input for future Combined Olympic classes World Championships.

The Bid Evaluation Group for the 2003 Combined Olympic Classes World Championships met in Southampton early April with the bidders, and it was decided to host the event in Cadiz, Spain. The legal financial aspects will be the responsibility of the Executive Committee; the format, the outline and control of this ISAF Championship will be handled by the Events Committee in close co-operation with the office and the respective Olympic Classes. The work on the Events Manual shall start immediately after the Olympic Classes are announced. The qualification system for the 2000 Sydney Olympic Regatta based on qualifying in the three world championships prior to the Olympic Regatta, has so far functioned well with very few problems, and the system can easily adapt to a different number of athletes.

The Olympic Classes Contract, which must be signed by every class seeking Olympic status, has been finalised in a positive dialogue with the present Olympic Classes and approved by Council. The agreement explains what conditions, obligations and advantages each class must meet to obtain Olympic status, and at the same time, clearly documents to the outside world, that there is only one final authority in sailing, ISAF.

The Evaluation Event for Multihull and Single-handed Dinghies in March 2000 in Quiberon, France has been prepared by a joint Working Party from Events, Sailing, Centerboard and Multihull Committees, and considerable interest has been shown from designers and manufacturers. 7 Single-handed Dinghies and 11 Multihulls have registered so far.

The ISAF Team Racing World Championship 1999 in Dun Laoghaire, Ireland at the end of July was a huge success with perfect organisation and very exciting racing. It was an ISAF Event, which illustrated, how suitable Team Racing is, also as promotion, easily understood for sailing. Our Team Racing Sub-committee is putting a lot of effort and work in expanding the knowledge and experience with Team Racing, and a growing number of European countries are realising how Team Racing can attract new and young people into our sport.



In August the ISAF Match Race World Championship for men was sailed in Denmark near Copenhagen, and in October the ISAF Match Race World Championship was sailed in Genoa, Italy. Both Events were perfect examples of a professional high quality event. It also illustrates how demanding financially it is to host such an ISAF World Championship, and the importance of major and substantial sponsorships.

The IBM Sydney Harbour Regatta 1999 was the Test Regatta in September for the Olympic Regatta next year, and showed how well prepared to a very high standard, the Yacht Racing Group of SOCOG were functioning one year before the Olympic Regatta. Several members of the Events Committee attended and took part in the event and valuable experience was gained.

At the November meeting in Sydney the Committee formulated and unanimously agreed to four basic criteria for the selection of Equipment – read classes – for the Olympic Regatta 2004:

1. Must allow athletes from around the world, of different height and weight, male and female to participate.
2. Must achieve the IOC objective of a minimum of 30% participation for women.
3. Must give the best sailors in each country the opportunity to participate in readily accessible equipment.
4. Must combine both traditional and modern events and classes, to reflect, display and promote competitive sailing.

The Committee hopes with these criteria, to give the sailing world a better Understanding of how and why the respective Olympic Classes are selected and Recommended.

International Regulations Committee

Michael Devonshire (GBR) Chairman

The activities of the Committee over the past 12 months have been concerned with two particular areas. The first is the representation of the Federation at meetings of the International Maritime Organisation (IMO), and the second, the consideration of the draft standards drafted by working groups of the International Standards Organisation (ISO) to support the EU Recreational Craft Directive. Both activities involved representatives of the ISAF in attendance at meetings throughout the year in London and elsewhere.

The presence of ISAF at IMO was warmly welcomed by other delegates and will provide a platform for the protection of the interest of all yachtsmen when maritime legislation is under consideration.

The workload at IMO was greater than had been expected and required the Panel set up at the meeting in Mallorca to attend over six weeks of meetings. It represented the Federation at meetings of the Marine Environment Protection Committee and the Marine Safety Committee, the principal committees of IMO, and at two sub-committees, the Safety of Navigation sub-committee and the Sub-committee on Communications and Search and Rescue. ISAF is represented on the Drafting group preparing the proposed Convention banning the use of anti-fouling paints, which in its original form would have required all yachtsmen making international voyages to undergo a Survey and to produce certificates of compliance with the Convention. It is hoped that the Final Draft will contain sensible requirements for observance by all small craft.



The agenda of the safety navigation sub-committee contained some contentious proposals for the carriage of radar reflectors by all small ships which would have presented considerable difficulties for yachts. The representations made by the federation's resulted in these proposals being dropped. Proposals were made by the government of Australia, which could have an adverse effect upon long-distance races. ISAF has been invited to present its response to the meeting of the Sub-committee to be held in December 2000.

The committee concerned by the delays in drafting standards at ISO particularly those relating to life rafts, safety harnesses and lifejacket. It was conscious that little consideration had been given to the reports prepared following the Sydney Hobart race in 1998. Representations are being made to ISO on this topic.

A scheme to report to IMO Acts of piracy or armed robbery committed against yachts to arms has been agreed. Piracy is an international problem which affects not just large ships but also very many cruising yachts in their passages round the world.

The Committee is grateful to the volunteers who have given up a great deal of time to attend at meetings and to review the papers prepared in great quantity by these two organisations.

Keelboat Committee

Uwe Von Below (GER) **Chairman**

When the new Keelboat Committee was appointed in November 1998, Uwe Von Below continued as Chairman. Unfortunately in September 1999, Uwe had to advise of his resignation from the post and Committee. As Vice-Chairman I was asked to Chair the Committee and Thomas Sprecher was appointed Vice Chairman.

At the November meeting, rule changes were considered and recommended for approval by Council for the following classes:

Dragon, Eight Metre, Etchells, Flying Fifteen, H-Boat, J-22, 2.4m, Yngling, 5.5 Metre.

Applications for Recognised Status were received from the J/80 and Sonar Classes and with the Measurement Committee these class rules were re-worked in accordance with ISAF Standard Class Rules format.

Both the J/80 and Sonar were recommended for adoption as Recognised Classes.

The Committee discussed the 2000 Olympic Regatta and in particular arrangements to put national flags or colours on mainsails and spinnakers.

In relation to the 2004 Olympic Regatta the Committee was pleased to note the inclusion of three keelboat classes in the programme.

Match Racing Committee

Rafael Wolontis (FIN) **Chairman**

The year 1999 has been a successful year for match racing all over the world. There have been two ISAF World Match Racing Championships, one Open and one Women's, the America's Cup, numerous top graded events, growing activities on both MNA and yacht club level with new Match Race Centres being established etc.



Match racing is one of the fastest growing disciplines in yacht racing, and is receiving more and more attention from both the sailors and the media. We have a well proven system of grading events and ranking sailors, with the ISAF Open Match Race Ranking List currently covering more than 1200 skippers. The ISAF Women Match Race Ranking List is rapidly increasing, and currently stands at 130 skippers. The Match Race Ranking lists are published ten times a year, and hence the rankings are very up-to-date.

Match racing is no longer considered elitist, as more and more MNA's and yacht clubs are taking up match racing in their official sailing program. The Danish Match Race Centre concept is one of the best ways to promote match racing at grass root level. All in all I think we have a good scenario for match racing right now.

1999 ISAF World Match Racing Championships in Denmark and Italy

Both the Open and the Women's World Championships were a great success.

Lotte and David Holm and their Danish team made a super job to make the Open Worlds a success. The top ten skippers from the Open Ranking List were present, and Jesper Bank from the host country was crowned champion, which was very popular as Jesper and his crew were on the front page of sixty Danish newspapers, the day after the finals!

Nucci Novi Ceppellini, ISAF Vice-President, and the Yacht Club Italiano in Genoa, hosted the Women's Worlds in late October. Twenty-four teams took part and more were on the waiting list queuing for late cancellations. In spite of the twenty-four teams the standard was high with nineteen from the top twenty of the ranking list racing. Again, a great success and again a Danish champion, Dorte Jensen. Denmark seems to be the best match racing country in the world at the moment, but as they have no less than seven well operating Match Race Centres, we might learn the secret behind their success!

Important Decisions and Issues from the Match Racing Committee Meeting in Sydney

The Ranking and Grading system's performance for 1999 was reviewed in detail. No major changes in the existing system are going to take place but many details were discussed.

Report from meetings between ISAF and the MRA

The co-operation and the relationship between ISAF and the MRA was discussed in Copenhagen on 23 August 1999 and the atmosphere was good and constructive. The MRA has planned a Grand Prix Circuit for Grade 1 events together with the close co-operation with ISAF, called the Swedish Match Grand Prix Sailing Tour.

Selection of Events for the 2004 Olympics

We are pleased to note that the Council approved three keelboat events for the 2004 Olympic Regatta to be Open Fleet/Match, Men's fleet racing and Women's Match Racing, which was an achievement for match racing.

Match Racing is proud to be Olympic and the next important job is to select the right boat for the women match racers, on which a decision will be made at the 2000 ISAF's Annual November Conference.

This covers about everything. Detailed Minutes from the meetings in Sydney including the Match Racing Committee Meeting are published on the ISAF website.

Measurement Committee

Jean-Pierre Marmier (SUI) **Chairman**

Most of the activity of the ISAF Measurement Committee is still focused on the next issue of the Equipment Rules of Sailing (ERS) 2001-2004 which will include all aspects of Measurement and replace the Measurement Manual. These rules are intended to assist measurers, classes and manufacturers with a common language and common definitions of fundamental parts of the equipment of our sport. The working party lead by Jim Hartvig Anderson (DEN) with the collaboration of Jan Dejmo (SWE), Ken Kershaw (GBR), Günter Ahlers (GER) and Graham Bantok (GBR) have done a great job.

The working party met three times during the year. The drawings and Part 2 will be finalised at the beginning of 2000. Part 1 needs to be discussed with the Racing Rules Committee and presented to Council for approval at the Mid-Year meeting.

At the 1999 November meeting in Sydney, the working party chaired by Bengt Gustafsson (FIN), Sarah Godwin (GBR) and Laszlo Hegymegi (HUN) with the help of Edward Walter (NED) and Flemming Nielsen (DEN) presented the final version of the "In-House Certification of Sails". The text has been approved by the Measurement Committee.

Standard contracts will be finalised for the next meeting.

The Guide for Standard Class Rules is now in use by the whole spectrum of classes to write or change their class rules.

The Measurement Committee received reports from Technical Inspectors about 49er and Laser builders in Great Britain, New Zealand, Australia and the USA. Bearing in mind the work done on 'In-House Certification', it was noted that Technical Consultants would carry out more inspections if they were paid for their time.

Dissemination of Class Rules

Most of the Class Rules are now accessible through the ISAF Website but the availability of measurement forms and class rules interpretation from the ISAF Technical Office has to be improved.

Standard Certification Stamps and Certification Stickers are now available from the ISAF Secretariat.

Multihull Committee

Olivier Bovyn (FRA) **Chairman**

First of all, the Multihull Committee has been very happy to welcome new members during the year and to now have direct connection with the Women's Sailing and Oceanic Committees through their respective representatives.

Below are the main issues the Multihull Committee has dealt with.

Evaluation Trials

During the 1998 November meeting in Palma de Majorca, the Multihull Committee seconded the submission from the Danish Sailing Association regarding observation trials for multihulls, which was subsequently adopted Council.



The Multihull Committee, through the chairman, is involved in the working group established by the Executive Committee and chaired by Sadi Claeys. The Evaluation Event will be held in Quiberon, France between 20-25 March 2000. Beyond the Olympic issue, it will be an excellent opportunity to focus on the sport catamarans, and will probably help a great deal to promote the whole multihull activity everywhere in the world.

Concerning these evaluation trials, the submission from the Multihull Committee to allow the single handed sport catamarans to compete in the fast single handed group was approved by Council at the 1999 November Conference in Sydney.

Small Catamaran Handicap Rating System

The general purpose of the system still remains to allow fair competition between various types of boats and to protect the interests of the average sailor. The SCHRS working party is now chaired by Robin D. Smith and, following the report from Ward Walter, I am sure he will continue to work on improving the rating formula in order to achieve a more convenient way of measuring the waterline length of the boats at an event. The rating table published on the ISAF Website will be regularly updated in line with data received from the classes and builders.

Youth Multihull

For many years, youth development of sailing around the world has been one of the major aims of our committee. After a multihull class event had been sailed for the first time at the ISAF Youth Worlds in South Africa in 1998, the Multihull Committee worked to convince the ISAF Youth Committee to support the submissions received in favour of the inclusion of a multihull discipline as a full part of future ISAF World Youth Sailing Championships.

This is why the Multihull Committee has been particularly delighted to note that the Council agreed to the addition of a multihull event from 2004 onwards, leaving it up to the organisers to include such a discipline before this date.

Unfortunately, it has not be possible to retain a multihull class at the next 2000 Youth Worlds in Australia, but this will be certainly done for the 2001 venue in France. The Multihull Committee heartily wishes that this decision will encourage many National Authorities to initiate youth multihull training programmes in the near future.

Offshore Multihulls

Having noted with pleasure that the 60ft Offshore Multihull Class has been granted Recognised Status by ISAF, the Multihull Committee will work with the Oceanic Committee to provide the best racing and safety regulations for skippers.

Class Rule Changes

Finally, I would like to thank the Measurement Committee for the excellent co-operation and assistance received regarding all the class rule amendments concerning measurement issues over the past year.

Offshore One-Design Classes Committee

David Irish (USA) Chairman

David Irish Chaired the committee, having assumed the chair late in 1998 when prior chair Steve Tupper moved to the Events Committee. Miguel Rosa served as Vice Chairman. Through the year, some Class rule changes were approved under 10.6.3 by the Chair and Vice Chair. The committee did not meet at the ISAF Spring meeting. At the AGM, in Sydney, the Committee approved an additional year of PROVISIONAL Recognized International status to the Sydney 40.



The Class lacked the required minimum number of boats for Recognized status. The recognition was related to the anticipated selection of the boat for the Admirals Cup, and the need for a World Championship to help build the Class. There was little interest by the member Classes in a ISAF combined Offshore One-Design World Championship as the time and travel schedules for the boats were already quite full. An interesting discussion was had concerning what a World Championship should be. The issue arose from the request by the Maxi Class to denote all of their events for the year as constituting a World Championship. Without resolving this issue, the Committee approved the Maxi championship, and also the WC schedules for the Sydney 40, Farr 40, Mumm 36, X-99, Corel 45, and Mumm 30 Classes Competitor Classification, or Eligibility was of considerable interest to some of the Classes. The development of the proposed ISAF Classification system would be watched with interest. It was felt that classification shouldn't be imposed on Classes but that it was the decision of the Class Owners Association as to what restrictions should be applied to their Class Submitted only a little late by D. Irish. Picture attached. Please remember to attach the membership list of the Committee as above.

Race Officials Committee

Bryan Willis (GBR) **Chairman**

It is an interesting challenge for me to take over the newly formed Race Officials Committee from Ken Ryan, who has worked tirelessly for over twenty years to develop the Judges programme and expand it to cover all race officials.

The four sub-committees, under the competent chairmanship of Pat Healy (Judges), Josje Hofland (Umpires), Michel Barbier (Race Management) and Jean-Pierre Marmier (Measurers), have several new members to help cope with the increasing workload. It is important that the sub-committees continue to meet during the main conference as interaction with race officials attending the conference, and with other committees is essential. Unfortunately several were not able to make the trip to Sydney for the '99 Conference, either because of the cost of travel or having Americas Cup commitments.

Seminars remain an important part of the process of training new officials and disseminating information to existing officials. The sub-committees continue to develop standard seminar packs for use by instructors, and to update their manuals. There were eight Race Officials seminars held throughout 1999 with 158 people attending from 24 nations, and 117 sitting Race Officials tests. Exams and tests are becoming an integral part of race official qualification, with published fixed passed marks; gone are the days when we varied and lowered the level to support development. We will continue to offer clinics and seminars more suited to the needs of nations with limited resources. We are exploring the possibility of using the ISAF website as a more efficient way of communication to race officials. The 'Question & Answer' service is to be expanded to include race management, and has already been moved to that part of the ISAF site accessible to all sailors.

More formal procedures are in place with regard to the appointment of Seminar instructors. They are appointed by the ROC and approved by the Executive Committee, and in recognition of their substantial commitment, are given a per diem.

As we become more professional in our outlook, all race officials are required to comply with the new 'Conflict of Interest' Code, and special regulations are now in effect to ensure ISAF appoints race officials at high-profile 'special events'. The ISAF team of 18 umpires and judges at the Americas Cup have done a great job, but highlights the need for the development of officials able to cope with the pressures of these high-profile commercial events.

Thirty-one race officials have been appointed to the Olympic Jury and as Course representatives, in addition to the Measurers. This is a very strong team and I am confident that by working with the excellent resident Sydney team, this will be a very successful Olympics.



In November, twenty-two new International Judges were appointed and 74 renewals approved. The idea of reducing International Juries from 5 to 3 was thoroughly debated but it was decided to recommend to the Council to make no change to the current rule, which requires a minimum of three IJs on an International Jury, allowing for two aspiring locals to gain valuable experience. However, at large regattas where two hearings need to be going on concurrently, a new regulation will allow a six-person International Jury to split into two panels of three, with only disputes about interpretation able to be re-debated with the full jury.

The requirement for race officials to join ISAF and pay a membership fee has been abolished, but race officials remain concerned about liability insurance, and a scheme is being investigated.

During the next annual conference (in Edinburgh in November) we are planning a seminar on rule 42 propulsion, with input from classes, competitors, and judges.

Ten new International Umpires were appointed and 28 applications for renewal approved. Team racing and the requirement for team race umpires has gained momentum, and we will ensure as far as possible to keep the policies, procedures and calls, to be consistent with those of match racing.

A unified starting system is at last to be implemented. With a warning at 5, a preparatory at 4, and a signal at one minute before the start, it combines the advantages of the two current systems. Sailing instructions will be able to alter the warning signal (from 5 to 10 for example) without having to mention the rule, to cope with long starting lines, but the 4 minute 'prep' will within a few years become the norm. These changes will come into effect in early 2001.

Twelve new International Race Officers were appointed and eight were renewed. Great progress has been made towards the completion of standard ISAF sailing instructions for use at all ISAF events including Olympic Qualifier.

Nine new Measurers were appointed and eight were renewed, and the Measurement Sub-committee is producing a 'Guide to Measurement' separate to the Equipment Rules of Sailing.

I look forward to working with many of you in striving to ensure the game of sailing is fair and fun.

Racing Rules Committee

Patrick Bergmans (BEL) **Chairman**

1999 was the third year after the introduction of the 1997-2000 Racing Rules of Sailing. Quite understandably, after two full years of existence, the new rules were subjected to a large number of submissions, aimed at improving them. In line with general Racing Rules policies, as established in the Regulations and the terms of reference of the Racing Rules Committee, only emergency rule changes were voted for inclusion in the changes to be enacted on 1 January 2000, after the annual meeting in Sydney.

Two matters merited special attention: the adoption of an "anti-hunting" rule, and the creation of a new working party for match racing and team racing.

Discussions on the anti-hunting rule had been carried over from the previous meeting and as no satisfactory outcome was produced it was referred back to the Racing Rules Committee. This subject was included on the agenda for the November meeting in Sydney and during the Council meeting prior to the meeting of the Racing Rules Committee, Council instructed the Racing Rules Committee to come back with a new anti-hunting rule. This was done, approved by Council, and came in to effect from 1 January 2000.



The second major event of 1999 was the creation of the Match and Team Racing Rules Working Party (MTRRWP). Upon a request from Council, the Chairman of the Racing Rules Committee appointed this new working party with a specific mission to report to the RRCWP and the RRC on submissions relating to Match and Team racing. Unfortunately, whereas the operation of the RRCWP (the "old" working party) is set down in the Regulations and Terms of Reference, this is not the case for the new MTRRWP. Several submissions about Match Racing were deferred.

A number of other topics were discussed at the 1999 annual meeting, including issues about redress, the immediate penalization of infringements of the propulsion rule, the scoring system, and other matters. Many submissions were deferred.

After three years of operation, the "new rules" have been the object of many submissions. Some aim at reinstating some of the concepts of the "old rules", whilst others are improvements on existing rules and we look forward to in-depth discussions about these submissions. The Racing Rules Committee and its working party will meet during the Mid-Year Meeting in May 2000 to finalise these discussions in order that a final draft of the 2001-2004 Racing Rules of Sailing can be submitted at the annual conference in Edinburgh in November 2000.

This report would not be complete without referring to the issue raised by the Measurement Committee regarding the Equipment Rules of Sailing. The duplication of a number of Racing Rules of Sailing in the ERS was met with opposition by several members of the RRC and this issue is still unresolved. The Executive Committee is expected to take a stand before the next annual meeting.

Unfortunately, the Chairperson of the Racing Rules Committee Working Party and the Chairman of the Racing Rules Committee were not able to attend in Sydney, as they were both recovering from surgery. Mary Pera was replaced by William ("Bill") Bentsen, and the Chairman was replaced by Hans-Kurt Andersen. They both did a terrific job. Finally, although Mary Pera was unable to receive the Beppe Croce Trophy in person in Sydney, a video of her acceptance speech was screened and she was also honoured during a ceremony held in the UK.

International Judges Sub-Committee

Pat Healy (CAN) Chairman

The IJSC increased in size from four to eight in 1999. New members Jim Capron (USA), Giorgio Lauro (ITA), Katsumi Shibamura (JPN), S.H. Tan (SIN), and David Tillett (AUS) joined Pat Healy (USA), Manfred Piso (AUT), Bertand de Speville (GBR). The committee thanked Levente Nagy (HUN) for his never-ending efforts and wise guidance during his long tenure on the IJSC.

Areas of responsibility:

Jim Capron -	(Group O) North South America, Central America & Caribbean / (P) North America
Pat Healy -	(Group M) South & West South America / (N) Central & East South America
Giorgio Lauro	(Group D) South Europe / (E) Iberian Peninsula / (I) Africa and Middle East
Manfred Piso	(Group B) Central Europe / (C) East Europe / (F) Low Countries / (H) Euro-Asian
Katsumi Shibamura	(Group K) South and Central Asia
Bertand de Speville	(Group A) United Kingdom & Ireland / (G) Scandinavia / (Q) Africa - South of the Sahara
S.H. Tan	(Group J) East Asia
David Tillett	(Group L) South West Pacific



There were 107 International Judge applications received this year. Of these, thirty were first applications and seventy-seven were renewals. Twenty-two first applications were approved and seventy-four renewals were approved. There will be 375 certified International Judges compared to 365 in 1998.

During 1999, the Judges Programme held four seminars. There are offers for IJ seminars in 2000 from Portugal, USA and Hong Kong. There will also be a Judges' Seminar on, rule 42 - Propulsion during the 2000 November Conference.

During the year the Judges Manual was revised, published and issued to all existing International Judges. It can now be downloaded from the ISAF website.

The Questions and Answers section of the ISAF website has been moved from the 'Judges Only' area to the public 'Judges' area. The number of Q&As had decreased dramatically during 1999. It was felt that this was due to Judges gaining more experience with the Racing Rules of Sailing 1997-2000 as well as the lack of promotion of the service.

The IJSC thanked the Eric Twiname Memorial Trust and Mary Pera for their support of the 'The Judges Forum'. The information, articles and discussion produced by the Forum is of great value towards the further worldwide understanding of the rules and their implementation.

International Umpires Sub-Committee

John Doerr (GBR) Acting Chairman

The total number of International Umpires remains at 100 as the number of new appointments matched the number of retirements.

The IU test has been updated to reflect the racing rules introduced on 1 June 1999 and we are now entering the final year of testing all existing IUs prior to re-appointment. The need for the test will continue in the future, but only for new applicants.

The number of principle events required for IU status has been increased to 8 (from 7) in the four years prior to appointment. This concludes the implementation of a decision taken four years ago to increase the number of events from 4 to 8 at the rate of 1 per year. This is considered to be the absolute minimum required to maintain umpiring skills.

Three IU seminars were held in 1999 - in Helsinki, Sydney and Japan.

One Match Racing Clinic was held in Brazil.

Generally the umpire programme has been able to meet the needs of organisers but some events have had some difficulty resourcing an umpire team and there may be an increased demand from Womens Match Racing.

Race Management Sub-Committee

Michel Barbier (FRA) **Chairman**

I succeeded Bryan Willis as chairman of the RMSC committee and I would like to thank him for his assistance during this first year which has helped maintain continuity in our work.

- In 1999 the RMSC organised only one training seminar (Sydney). This is appeared insufficient and one of our aims in 2000 is to increase the number of seminars taking place.
- In November 1999 the RMSC examined 21 applications (13 first applications, 8 renewals). 20 nominations for IRO's were confirmed.
- Tony Lockett worked hard to produce a new instructor's pack for Race Management seminars.
- A decision was taken to plan seminars specifically for the promotion of the development of race management programmes at national level to be run by MNA's.
- A working party has been appointed to review the Race Management Manual and will be responsible for any amendments.
- There was a general consensus that the "Race Management" part of the ISAF website should be developed further.
- We will continue to work according to ISAF policies and continue to progress important issues.
- The working party appointed to work on the Standard Sailing Instructions (SSI) chaired by Ion Echave, assisted by Perti Lippas have done a great job. The RMSC will be able to present an Appendix N at the November 2000 conference. This appendix effectively brings together the most important points of the Standard Sailing Instructions worldwide in one text which is the main aim of the RMSC.
- The positive acknowledgement of the work done by the ISAF course representatives during the Sydney Test events, the World Championships in Melbourne and other important events is a good indication that we are working in the right direction.
- The RMSC also assisted in the production of the Sailing Instructions for the Sydney 2000 Olympic Games.

Regional Games Committee

Teresa Lara Anzola (VEN) **Chairman**

The members elected at the 1998 Conference for this Committee feel a great responsibility in leading this important Committee for the development and promotion of Sailing and improving ISAF's relationship with MNA's that are part of Regional Sailing Organisations. The first Latin Chairwoman of an ISAF Committee, Teresa Lara Anzola (VEN) is supported by Ajay Balram (IND) as Vice-Chairman. The different backgrounds and experiences of the committee members appointed from all over the world will be invaluable in the committee's priority of the promotion of sailing through regional games. Committee members were appointed for their knowledge and in depth awareness of the problems and particular needs of their regions. Their role is primarily to act as Ambassadors for sailing at all Regional Games.

The Terms of Reference for the Regional Games Committee (still to be approved) not only stresses the need to promote sailing in major regional sports games but also to raise the standard of sailing in games that would be Olympic qualifying events. In addition the aim is to encourage the full participation of women in all areas of sailing.

The Chairwoman's visit to Thailand for the Asian Games was a very useful insight into understanding that no matter how sailing organisations may differ around the world the problems are almost the same when it comes to Regional events. The principle difficulties lie in finding enough people with the knowledge to fill the positions as Race Officials, International Jurors and Measurers. The selection of the classes to participate in relation to neighbouring countries and the actual costs of running a sailing event also present difficulties. In spite of these problems the aim is to organise a professionally run event at a reasonable cost which allows sailors to enjoy racing whilst significantly improving the standard of their performance.

To achieve this ISAF allocated a budget for the new figure of Technical Delegate to be present at five major Regional Games events to date: Asian Games (1998), South Pacific Games (1999), Central American & Caribbean Games (1998), Universiade (1999), Pan-Am Games (1999). The contribution the Technical Delegates made to these events was greatly appreciated both by the organisers and sailors involved. In order to promote future Regional Games ISAF will use the website and Making Waves to communicate pre-event details and the post-event report.

In 2000 the Regional Games Committee aim to consolidate work done by members in the various Regions they represent, and to finalise the affiliation of Regional Sailing Organisations to ISAF. It is important for these Organisations to have this affiliation in order to carry more weight when dealing with Sports Organisations.

We also need to work for sailing to be included at the African Games and to create a programme for the development of sailing through Regional Games.

The Regional Games Committee would welcome input from any other ISAF committee members which would assist in the promotion of sailing.

As Chairwoman I would like to close this report by thanking all committee members for their dedication and combined efforts in making decisions for the good of sailing in all regions of the world. Proactivity is our watchword for 2000.

Sailing Committee

Cliff Norbury (GBR) Chairman

During the year the Sailing Committee recommended that the Laser Radial Class be granted International Status, and that the J 80, Sonar, and 29er, Classes be granted Recognised Status. The applications for the Sydney 40, and 18ft Skiff Class remain under review.

Recommendations to Council were made on a number of matters relating to the 2000 Olympic Regatta, particularly the display of country flags on mainsails and country logos on spinnakers.

The Committee supported the Events Committee in proposing an Evaluation Event for Multihulls and High Performance Single Handed Dinghies in early 2000, and committee members were appointed to the evaluation team.

The activities of the ISAF Technical Consultants during the year were reviewed. It was recommended that the consultants should be paid a small stipend in addition to travel expenses.

Work on the verification of One Design in Manufacture Control Classes continues, with further experiments to be carried out with electronic measurement systems.

Ongoing work of the Committee includes proposals on RRS 42, Means of Propulsion, Class Association Reviews, a study of the role and effectiveness of crew stature equalization systems on the sport, and a study of the impact of new technology on the sport of sailing.

I would like to thank the members of the Committee and the Working Parties for the contribution during the year.



Training and Development Committee

Claude Poirier-Defoy (CAN) **Chairman**

During the year we proceeded to a geographical area distribution of responsibility to the new members of the committee with a view to marketing the products and services of the Training and Development Committee while most committee members did establish such contacts, there has been minimal feedback. It was noted that much of the information sent out by ISAF to developing countries did not reach the interested parties, as ISAF's data base only contained details of the MNA President and/or Secretary General. Members suggested that personal contacts in all areas will need to be developed since it is key to progress the training programmes.

A Learn-to-Sail Programme was delivered in Korea between the 11-18 April 1999 by John Jameson.

The programme was very successful. The course commenced with 42 trainee trainers and instructors in dinghy and windsurfing, using three alphabets and three languages! Participants were from Korea and China.

The course commenced with an intensive eight hour briefing session at the Olympic Centre Offices for the five trainee trainers, all of whom are talented sailors, with previous experience of instructing and coaching.

The whole programme worked extremely well through the good offices of an adaptable and respected Course Leader supported by an efficient administration (Korean Yachting Association) an excellent and committed interpreter and 42 enthusiastic and industrious instructors and trainers.

However, it was noted that the correspondence with the host Seminar country was vital to build up a relationship prior to such a programme.

Moreover, the use of Olympic Solidarity funding was deemed, if not essential at least very useful to promote the Programme.

There is no doubt that due to the proposed merger with the Youth Sailing Committee, much of the work of the Committee has been put on hold for twelve months.

However, the members of the Committee agreed on a list of priorities for the next twelve months, as follows:

- 1) Update MNA Training Questionnaire Learn to Sail Training Programme and Key Trainers.
- 2) Update National Training Scheme Manual.
- 3) Consider future Training Seminars.
- 4) Promotion of Training ISAF Development Strategy.
- 5) Terms of Reference.

- 6) Provision of Equipment in Developing Countries of working Parties were established to deal with the above priorities and most of them already have done a lot of work. It is only unfortunate that due to the merging exercise the membership of the Committee will again be reviewed.

However development is a key issue for the proposed new Committee and the volume of work will be great and a lot of expertise by volunteers will be required to ensure the success of the Committee at the turn of the Millennium.

Windsurfing Committee

Aaron Botzer (ISR) Chairman

1998 was a very good year for competitive windsurfing. The class reports show that the sport has grown, more nations, competitors, juniors, youth, masters, women and elite windsurfers, bigger national teams, more coaches, all of those took part in the classes' events around the world. The activity grew especially in South America and in Asia.

After the decision that the competitors can bring their own equipment to the 2000 Olympics, a "Gold Standard" measurement procedure was developed to ensure that the equipment would be identical. ISAF and Windsurfers are very satisfied from the way the measurement is done.

For 2004 the Windsurfing World is open for development, ISAF approved a criteria for selection of equipment and format which should reflect the competition format on all levels around the world. Already a new idea, Formula Windsurfing was put forward. The new class has two years to show that it is a viable alternative.

The Medical Commission report on research on the aerobic effects of pumping was distributed to all Nations.

ISAF appointed a new Windsurfing Committee that represents fairly the windsurfing world, from 4 continents, with two women elected, who are very welcome. The new Committee will continue to develop the sport and will do more to involve the industry and the media in our sport.

Women's Sailing Committee

Teresa Whelan (GBR) Chairman

1999 had four significant differences for women at ISAF:

- Nucci Novi Ceppellini was now the first female Vice President
- the Women's Sailing Committee has 30% more members including representation from Asia
- each member of the Women's Sailing Committee is also on another ISAF Committee
- there was the first meeting of the Women's Forum for all female ISAF committee members to attend. This forum is chaired by the Women's Representative on Council

These differences were the result of ISAF's continued support for promoting women in sport and commitment to the IOC goals on women in executive positions of governing bodies of sport.



The Chairman attended a Women in Sport Seminar in London held by UK Sport and reported back to the Women's Sailing Committee on this conference and other developments of the International Women's Group throughout the year. This conference provided the opportunity to speak to member of other International Federations and share their experiences on issues of particular interest to this committee such as:

- the difficulties of retaining girls and young women especially after 16 years and again after university/college
- the need for equality of funding and sponsorship
- the need to encourage women to return to their sport after having a family
- the need for more women coaches and management

Committee members communicated via email on many subjects throughout the year. This was taken further at the 1999 Annual Conference where it was agreed that each female committee member would be responsible for monitoring the Women's Forum website for a two week period and thus we are now able to ensure a two way process between women sailors throughout the world and ISAF on an ongoing basis.

The first Women's World Match Racing Championships were held in October at Genoa. This was a very successful event with 24 teams representing 15 countries sailing in 12 J22's.

The major discussion area throughout the year was the choice of discipline for the 2004 Olympics. After considerable debate which culminated with a vote at the November Conference, it was decided that this should be match racing for the Women's Keelboat Event for 2004 Olympics.

Youth Sailing Committee

Carlos Riberio Ferreira **Chairman**

Due to the change of the guard that took place at the 1998 ISAF Annual Meeting, this Committee registered with great sadness, Mr John Barker stepping down from his role as Chairman of this Committee, due mainly to health reasons. After 12 years of excellent Chairmanship and giving all the free time he could, we will find it difficult to continue without his very unique participation. Fortunately, John has accepted the role of "Consultant" to the Youth Sailing Committee which will be of great help. Personally, I feel very honoured to take over this important function from John, and I hope I receive all the support of the Youth Sailing Committee members in this difficult task.

This year the Youth Sailing Committee was involved in two World Youth Championships, one in December 1998/January 99 in Simonstown, South Africa and the other in July 1999 in Kuopio, Finland.

The Championship in Simonstown ended on the January 6th, 1999 with 43 nations taking part. The Championship was sailed in open seas in Simonstown Bay, and mainly in strong winds and participants adapted very well to these conditions. In the last day the wind was blowing hard so only the boards were allowed to race. For the first time we had, on an experimental basis, an additional discipline of multihulls requested by the organisers. Unfortunately we had only the minimum required number of participants in this class, 12 in total, but all of them enjoyed this experience. It was a very successful event and the first one to be sailed in Africa.

The World Youth Championship in Kuopio, Finland was sailed from the 1st to the 10th July and had 273 participants coming from 39 countries. It was sailed inland on a wonderful lake mostly under light winds, which was very much in contrast to the previous event in South Africa. The organisation was superb and the accommodation, food, boat supply, etc. were all first class.



The Organising Committee was congratulated for the wonderful event, which will certainly be remembered by all those who took part in it. Our President, Mr. Paul Henderson, honoured us by opening the Championship.

Both events had Volvo as their major sponsor, and the Volvo Trophy was won on both occasions by France. Currently it seems we may have Volvo at least until 2002. We sincerely hope that the Volvo sponsorship will continue into the future to allow the event to maintain its excellent standard of organisation, and to keep entry fees as low as possible.

At the 1999 ISAF Annual Conference in Sydney, the main business of the Youth Sailing Committee was firstly to review the classes to be adopted in future World Championships, and secondly to examine the conditions for the proposed merger of the Youth Sailing Committee with the Training and Developing Committee.

Concerning the classes, we will probably see the 420 as the double-hander for boys and girls until 2004, the Laser Standard as the single-hander for boys, the Laser Radial or the Byte as the single-hander for girls, and the Mistral boards for boys and girls. Several proposals were presented at the meeting to consider the multihull as an extra discipline and it was agreed to include them from 2004 onwards.

Future World Championships will be held in Sydney, Australia in December 2000, Crozon-Morgat, France in July 2001, Lunenburg, Nova Scotia, Canada in July 2002 and in Portugal in 2003.

The proposed merger of the Youth Sailing Committee and Training and Developing Committee is to be considered at the ISAF Annual Conference in November 2000 and several working parties have been appointed and are working hard to prepare formal constructive proposals. With regard to the Youth World Championship Sub-Committee it should come under the areas of responsibility of the existing Events Committee, under terms that are also being analysed.