

ISAF IRO Newsletter Draft

Issue July 2009

1. Message from the Chairman

Hi All. This is the first Race Management Newsletter for 2009 and many thanks to Qu Chun and Tomasz Chamera for making it happen.

Our aim is to have a regular newsletter for all race officers to receive and contribute to. Many Q&A are provided directly via the ISAF web page but some issues are better addressed via a regular newsletter. Race officials from around the world should and can contribute to this means of communication and I look forward to your comments and input.

The Race Management Sub-Committee members are very active in various categories of the sport as you can see in the brief provided by Qu and Tomasz. One of our major tasks for 2009 is to provide an up to date race management manual that has the latest race management policies of our sport and some standardisation of our practices. Being involved in a sport that is constantly changing and involving, we see the Race Management Manual as being a living document that will require constant updating. I welcome your comments and contributions to the sport of race management.

I thank all the RMSC members of their support and look forward to completing our tasks for the year.

Many thanks

Ross Wilson

2. RMSC Tasks 2009

The RMSC members agreed with the tasks for 2009 as assigned and presented by Tomasz Chamera after being accepted by Ross Wilson, the Chairman. These tasks are a follow up to the ISAF meetings, conclusions and proposals from the past Race Management Sub-Committee meetings and Race Management Instructor Conference discussions. Seems there is lot of work in front of RMSC and many expectations as well.



Task 1 - Race Management Manual

To re-write the old copy of the Race Management Manual updating it for the 2009 Racing Rules and existing policies and guidelines. Furthermore, recommendations for different types of racing should be developed:

- fleet racing
- offshore racing
- match racing
- team racing

The existing power point presentation will be reviewed and become the seminars and clinics material only.

Ion Echave (see the photo) will chair the working party in which there are John Parrish, Christophe Gaumont, Hans – Peter Hylander in cooperation with Ronnie McCracken representing Race Officials Committee to proceed and to report to the RMSC chairman on that issue.



Task 2 - Race Official Guide

The exact job description of PRO and RO will be further developed. In addition to the RM Manual a Race Official Guide presenting key issues related to Race Officer's areas of responsibilities, unified decisions and proceedings as well as existing policies and philosophy to be presented and spread world-wide.

John Parrish (see the photo) will chair the working party which also includes Christophe Gaumont and Ion Echave.



Task 3 - Update Seminar and Clinics Format

To update seminar format power point presentation to be in line with seminar materials (slides re-positions, updates etc.). Re-write and re-allocate seminar materials. Revising schedule, on-the-water performance, computer examination, using photos and video, create library of slides, etc. Increase the level of race management. Involve of all continents and regions.

Helmut Jakobowitz (see the photo) will chair the working party with John Parrish, Nino Shmueli and Tomasz Chamera.



Task 4 – Seminars, Clinics Coordination and Instructors

To coordinate allocation of seminars and clinics around the world and to appoint instructors.

To develop plan for assessing instructors, to start grooming several instructor candidates, to plan and to run instructors seminars regularly, to ensure the common language and the philosophy are presented at the seminars and clinics.

Nino Shmueli (see the photo) together with Ross Wilson and Tomasz Chamera will work in close cooperation to ISAF Secretariat on this issue.



Task 5 - Develop Plan for Assessment of IRO Candidates

To propose the process for appointing assessors, to present written assessment criteria, to create a pool of assessors, to train assessors to assure consistency, to appoint test administrators.

We need to develop a recruiting system together with sailors and officials to ensure we get to know the competent, well educated and experienced persons ('pure' IRO).



Ross Wilson and Tomasz Chamera (see the photos) will chair the working party assisted by Nino Shmueli, Ion Echave and Helmut Jakobowitz in cooperation to Bernard Bonneau representing Race Officials Committee.

Task 6 - Application and Renewals

Applications for first appointment and renewal will be handled in accordance with a standard procedure.

Christophe Gaumont (see the photo) will take the lead reporting to Ross Wilson and Tomasz Chamera the likely methods to be considered. Race Officials Secretary to be in touch and to send all respective documents as needed.



Task 7 - Develop System for Communicating - IRO Newsletter

To share our knowledge with a large number of race management involvements. To edit regular newsletter through the website and emails which will be crucial for communications world-wide.

Qu Chun (see the photo) will chair the working party in which there are Robin Wallace, Hans-Peter Hylander and Ricardo Navarro to proceed on that issue.



Task 8 - Technology

To develop modern technologies (tracking system, starting system) and to integrate them as Race Management tools. To minimize the human factor influencing the race by using new designs i.e. OCS issue.

Adrian Stogall (see the photo) to take the lead assisted by Athanasios Papantoniou (Sulis) and Qu Chun in cooperation with Patrik Bergmans representing Race Officials Committee.



Task 9 - Assemble Pool of Sample Regatta Documents and Forms

To update, to gather and to allocate documents and forms related to race management on ISAF website to be easily accessible. To present opinions on the Appendices K, L, LE.

Hans – Peter Hylander (see the photo) will chair the working party in which there are Eckart Reinke, Ilker Bayindir, Qu Chun in cooperation with ISAF Staff.



Task 10 – Race Formats

To become more media friendly, to promote our sport in effective way, to come up with more ideas for formats respecting media and sponsorship requirements and competitors' needs. Close cooperation with ISAF Classes, Events Committee and Athletes Commission will be required.

Tomasz Chamera will chair the working party in which there are Christophe Gaumont, Rafa Gonzalez, Adrian Stogall and Ilker Bayindir.

Task 11 - Olympic Games, ISAF Events and World Cup Events Consultancy

To educate IROs to the Olympic Games, other ISAF Events including ISAF World Cup we need to work on clinics, appointments, philosophy implementation, number of persons etc.

This issue will be further discussed by Ross Wilson and Tomasz Chamera and presented to RMSC accordingly.

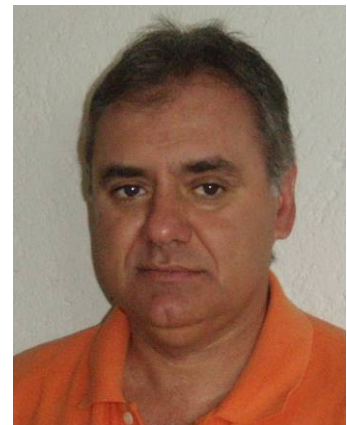
Task 12 – Appointments

To present proposals and criteria of the RMSC for appointing to events.

RMSC Chairman Ross Wilson will take the lead together with Tomasz Chamera in cooperation with Race Officials Committee chairman to proceed on that issue. Obviously others will be consulted as appropriate.

Task 13 – IROs Regatta Reports and On-line Performance Reporting System

Ricardo Navarro – chair (see the photo), Robin Wallace and Helmut Jakobowitz to investigate in cooperation with the ISAF Staff and to report at the Annual Meetings.



Task 14 - Regulations, Legal and Liability, Racing Rules, Class Championship and Class Rules in line with ISAF policies

To revise criteria for appointments, event's classification (to make them clear). To investigate legal and liability of IROs.

To stay in touch with Racing Rules Committee and ISAF Classes to unify and standardize the rules to the existing ISAF policies and to implement them in the major regattas world-wide. To discuss Classes policies and championship rules if they comply with the policies and guidelines as used for Olympic Events and other ISAF Events. Partners and specialists from other Committees are recommended.

Thomas Jorgensen (see the photo) will chair the working party in which there are Athanasios Papantoniou, Eckart Reinke and Ilker Bayindir.



Task 15 – Fair Play

This has become one of the key issues under the Race Officials Committee recently. Sailing still belongs to the group of pure disciplines however commercialization and needs of times being definitely creating the risk of bringing it into disrepute. Fair Play issue is to be discussed and implemented world-wide.

Robin Wallace – chair (see the photo), John Parrish and Eckart Reinke will proceed with this issue in cooperation with Josje Hofland – Dominicus representing Race Officials Committee.



The working parties will have a five minutes presentation at the November meeting followed by discussion.

3. Brain Storm and debate on D flag

Started by the chairman Ross Wilson, a wide opened debate on the practice of D flag spread on the internet. It is referred to in Appendix L Sailing Instructions Guide, 4.2 Signals Made Ashore - the use of code flag D.

Number of attendees acknowledged their support to existing policy. However several interesting comments were presented as below:

Comment A:

In almost all cases in the RRS the display of a flag indicates that some action has been taken. When a competitor arrives at a venue, the absence of a flag normally indicates that all systems are go. The way flag D is worded in the RRS Appendix L is that this is not the case. No flag indicates that competitors are not to leave the venue, contrary to all other flags. How about we use flag D with one sound means boats are requested not to leave the harbour. The warning signal will be made not less than (...) minutes after flag D is removed. This gives a positive signal to competitors, which is what they would normally expect from a race committee.

Comment B:

D flag system was introduced many years ago to keep the boats ashore for several reasons (safety was probably the main one, but there were also others: logistic problems, including race committee readiness, particular commercial traffic scenarios, or -not to forget- to show a big fleet for media and sponsor purposes). The idea was copied from match racing events, where:

- (i) competing boats were supplied (control of them, last adjustments, etc.),

- (ii) skippers-crews were expected to be at the hand of journalist, sponsors, spectators, and
- (iii) to offer a spectacle having all the fleets, competing and official boats leaving the harbour at the same time.

It was first applied to Eurolymp events (all Olympic Classes events) and major events and, to a certain size of the fleet or when all competing boats were kept ashore at the same premises and worked quite well. Becoming a standard, it applies systematically even for Optimist. It is very useful for complicated regattas where fleets are divided into groups and RC is compelled to send the groups at different times during the day (even to different racing areas, but that is another issue).

When weather and sea conditions are suitable and nothing strange is foreseen, D is not very much used. Same happens when competitors launch from different venues, as coordination of flag signals ashore becomes complicated. Or simply, when competitors want to spend time outside for training purposes (and there is no safety risk, of course).

Using D flag to signal "now you may go" is the easy and effective way. Obviously there is same effect by displaying a flag to allow competitors to go on the water or to lower a flag previously hoisted. The difference is that with the other method "somebody" needs to come early to the flag pole. What are we going to signal? If the meaning of displaying is to announce that later it will be lowered and boats allowed to go afloat, then makes it nonsense.

Consider what happens if RC decides displaying AP ashore. It should be hoisted at least 1 hour before the scheduled start meaning starting delay, usually because of weather reasons (even though sometimes could mean, RC will not be in time; shame). But in spite of extraordinary scenarios (not in thermal winds) no one predicts that start will be significantly postponed. This is not an easy signal, thus is not very common.

D way to be signalled has none of those inconveniences; it works well, easy to manage and widely understood by sailors. To change the existing policy gives no advantage at all, even worst it will create more problems than help. I do anticipate that match racing will revert to the existing system as well as many other events and classes. At this point we will face against our objectives of standardization and simplification. Contrarily, keeping D flag in its existing way do not harm anyone, is terribly useful for the events they want/need to use and, thus, standardization is achieved.

Consistency with the way other signals are made is not an issue. Each signal has a meaning to communicate. Not all the meanings are the same, nor the expected actions or reactions before a signal was posted. Should that conception of consistency lead us to decide that L flag will always be display and that it will be lowered when a notice is posted? Probably the vast majority of us will say no, exactly because it would become the most complicated way to make the signals we want in particular

circumstances. Same idea applies to AP and D: different meanings, radically different approach in how to manage the event, therefore quite logic to have different signal system for each of them.

Comment C:

Out of all wise comments comment B has presented the longest story on this issue. Frankly I cannot even find any other words than to support its final statement. Consistency is another issue that comes out of the discussion. We do need to implement existing standards in all racing areas. It makes sailors (and ours) lives much easier.

Comment D:

Actually similar practice exists in windsurfing championship and national championships using this system in both ways, positive signal or negative and this also causes some misunderstanding for sailors while using as per RRS Appendix L or the opposite way.

I support to display a D flag to signal: "now you may go" because if we use it in the opposite way our RC staff do need to arrive at the venue quite early to hoist the flag up if we don't want the sailors to go afloat while some of them do want to do so for practice.

4. Talents Identifying of IROs

Discussing some RM issues with Pat Healy at Kiel Week Tomasz Chamera emphasized there is not the way of identifying talents. Most of European Race Officers know very little about IROs in Asia, Australians about Africa (probably more about Europe) and Americans knows almost nothing about South Africa to recommend.

We do this with Olympic Classes sailors why shouldn't we start with Race Officers? Judges and measurers they have same problems as we do, umpires seem to be a bit well organized, however more activities are needed on this issue.

Some people suggested we have a kind of regulation that all ISAF IRO's need to write a brief regatta report to be sent to ISAF secretariat together with one or two photos. Then we can edit most of this material and ideas into our Race Management Newsletter. In this way to let all the peoples know who is who and who is doing what?