



World Sailing

Equipment Inspection Policies and Procedures

RIO 2016

OLYMPIC SAILING COMPETITION

WORLD SAILING EQUIPMENT INSPECTION POLICIES AND PROCEDURES

Please note that these policies are guidelines to the Equipment Inspection Team. Failure to observe these guidelines is not grounds for redress.

1. Definitions

- 1.1 **Event Measurer** – an International Measurer appointed by World Sailing and responsible for the conduct of inspections in an Event.
- 1.2 **Equipment Inspection Committee (EIC)** – a panel consisting of the Chairman, the World Sailing Head of Technical & Offshore and 1 or more of the Event Measurers. The EIC is the authority to which all equipment inspection queries and issues shall be raised, including requests for interpretations.
- 1.3 **Equipment Inspector** – a National Technical Official (NTO) appointed by Rio2016.
- 1.4 **Equipment Inspection Team** – the EIC members, Equipment Inspectors and all volunteers responsible for managing equipment inspection.
- 1.5 “Will” means the intentions of the Equipment Inspection Team.

2. Inspection Schedule / Changes In Schedule

- 2.1 The inspection schedule shall be provided by World Sailing.
- 2.2 Changes to a team’s scheduled timeslot may be permitted by the EIC if a timeslot is available or provided that if an alternative slot is not available the affected team finds and agrees with another team for the swap.
- 2.3 All teams shall present their full set of equipment as outlined in the Equipment Regulations during their assigned timeslot. When part(s) of the equipment are not ready for inspection during that time, the affected team may arrange with the Event Measurer in charge for that event for an appropriate timeslot at a later time.

3. Inspection Forms

- 3.1 The Equipment Inspection Team shall use individual forms to record in detail all relevant information relating to the pre-race inspections. This information shall include everything that is needed to facilitate quick and accurate post-race inspections.
- 3.2 All inspection forms shall be retained by the Equipment Inspection Team of each event. Equipment non-compliance forms shall be given as notifications to competitors for items that do not comply with the Event Equipment Rules.

4. Pre-Race Inspection Procedures

- 4.1 In all cases where a control indicates non-compliance with the Class Rules, the control is to be repeated and verified by the Event Measurer in charge, or the Equipment Inspector if delegated.
- 4.2 In all verified cases of Class Rule non-compliance, the exact nature and detailed description of the non-compliance shall be recorded on the inspection forms and the affected team notified with a non-compliance form.
- 4.2 No corrections / modifications are to be performed inside the Equipment Inspection Area, unless explicitly permitted by the EIC.
- 4.3 No assistance or advice on corrections / modifications will be given to competitors by Equipment Inspection Team members.
- 4.4 Equipment Weighing policy:

- 4.4.1 In general, only one weighing attempt shall be permitted for all items so controlled; no optimization attempts by the competitors shall be permitted, except correctors may be installed as described in 4.4.2 & 4.4.3.
- 4.4.2 In cases where corrector weights need to be installed:
- a) The amount of correctors is to be verified during the initial weighing
 - b) The correctors will be presented separately for control on a suitable scale
 - c) The installation of the correctors shall be inspected by the Measurer or Equipment Inspector in charge.
- 4.4.3 In cases where the weight deficiency cannot be covered by the maximum amount of corrector weights permitted:
- a) The maximum permitted amount of correctors shall be installed and the remaining part of the weight deficiency covered as permitted in Class Rules but only with the prior approval of the Event Measurer.
 - b) The relevant piece of equipment shall be re-weighed to verify the above correction.
- 4.5 Each team shall present only one item for each inspected or controlled piece of equipment. The EIC may permit the withdrawal of the first item of equipment and its substitution by a second item of equipment in accordance with ER 3.9
- 4.6 All pieces of equipment that are to be event limitation-marked shall be marked so after successful inspection and the details recorded in the inspection forms. No item shall leave the inspection area without the appropriate limitation mark in place or a non-compliance notification in the inspection forms.
- 4.7 The EIC shall notify the Race Committee about any boats that have not satisfactorily completed equipment inspection after the end of the pre-race equipment inspection period.
- 4.8 The EIC shall protest any non-compliance with the rules that appears to be a deliberate attempt to gain an advantage or to deceive. Such non-compliance would include, but not be limited to:
- cases such as hull or other equipment modifications that are not permitted by the Class Rules
 - corrector or other weights fitted in a concealed manner
 - any attempt to artificially increase equipment weight before inspection.

5. Inspections during the Racing Days

- 5.1 Boat park inspections may be performed in a pro-active role, as approved by the EIC. These inspections will be performed by the Event Measurer in charge for each Event working together with the respective Equipment Inspector or other EIC member(s) as a team.
- 5.2 Boat Park inspections may include any items relevant to each Event as agreed in advance by the EIC, such as corrector weights, event limitation marks and boat fittings that are limited by the Class Rules. These inspections will be organized in a way that ensures control of all boats of an Event in the same pass.
- 5.3 If an item of equipment does not comply with the event equipment rules the EIC shall protest as outlined in 7.3 & 7.4, except in the following circumstances:
- where equipment is damaged or lost and needs repair or replacement in accordance with the ER.
 - where branding or event limitation stickers have been damaged or lost.
- 5.4 Pre-Race on the water inspections are to be avoided, except where a competitor directly asks for a specific check in his boat.
- 5.5 Measurer boats will be crewed by an Event Measurer and another member of the Equipment Inspection Team
- 5.6 Measurer boats will be clearly identified by the relevant flag, so that competitors may report any equipment damages/losses and request replacements.
- 5.7 Measurer boats will be positioned to windward of the Coach Boat Zone and to leeward of the start line

and leeward marks of the course at all times except when performing an inspection.

- 5.8 At the finish, Measurer boats will be positioned near a committee boat in order to get near the boats as soon as possible after they finish. They will keep clear of any active race committee or media boats.
- 5.9 The EIC shall indicate to each Event Measurer the number of boats to be controlled at the finish. In general, this will be decided by the finishing order and the exact finishing places for control will be agreed during the morning meeting of the EIC for each day. Additional boats may be inspected if deemed necessary but with the prior agreement of the EIC. When multiple races are sailed on the same day, and a boat indicated for inspection has been already inspected in a previous race of that day, the Event Measurer may alternatively inspect an adjacent boat in the finish order.
- 5.10 Post-Race on the water inspection will include such items as agreed in advance by the EIC for each Event. Generally, they should include event limitation marks, safety equipment including PFDs and use of equipment according to Class Rules such as positioning of sails in relation to the limit marks on the rig when applicable. After the last race of each day, boats may be escorted back to shore for more detailed inspections. These inspections will be performed in the Equipment Inspection Area or at another area of the Sailing Venue. Boats selected for shore inspection shall be informed so at the finish, and coach or other boats shall be prohibited from coming close during the trip back to the sailing venue unless permitted by the Event Measurer. Shore controls will be performed with the assistance of other Event Measurers or Equipment Inspectors.
- 5.11 The operator of a Measurer boat will promptly advise the Course Race Officer if they believe their boat has substantially affected one or more boats racing.

6. Medal Race Procedures

- 6.1 On the day before the Medal Race, the EIC shall check all assigned boats and associated equipment are present in the quarantine area at the appropriate location and time in accordance with ER 5.2 and ER 5.4.
- 6.2 The EIC shall notify the Race Committee when all boats have been inspected.

7. Protests by the EIC

- 7.1 When a boat is found to contravene the Event Equipment Rules during a Post-Race inspection at the finish or ashore as in 5.8, clear evidence is to be kept by the Event Measurer or Equipment Inspector using any means deemed appropriate, and the athlete(s) shall be informed about the results of the inspection. A non-compliance report form shall be filled and submitted to the EIC at the first reasonable opportunity.
- 7.2 An EIC panel composed of the EIC Chairman, the World Sailing Head of Technical & Offshore and the Event Measurer responsible for the event will be formed for the purpose of deciding whether to protest.
- 7.3 To decide if a boat should be protested, the EIC will refer to the Discretionary Penalties document. If the Discretionary Penalties document suggests no penalty for this particular rule infringement then the Measurer will report back to the boat in question and request that the infringement is rectified at the first reasonable opportunity. Written records for all such cases shall be kept by the EIC.
- 7.4 If a penalty is suggested by the Discretionary Penalties document or the penalty is unclear at that time the Equipment Inspection Committee shall protest in accordance with the Equipment Regulations. The EIC shall advise the Jury of the intention to protest in accordance with RRS 61.

8. Replacement and Repair of Equipment

- 8.1 Replacement and repair of equipment shall be done in accordance with section 3 of the ER. The EIC shall give permission for replacement only of specific part(s) of a boat that are damaged/lost as in ER 3.2.
- 8.2 When approving equipment replacement or repair the EIC shall give such approval only in writing using the equipment repair/replacement forms. This should include any conditions of approval and subsequent required inspections.
- 8.3 When an item of equipment is repaired or replaced, the repair/replacement form shall be returned to the

EIC for logging and publication on the Official Notice Board.

9. Answering Questions

- 9.1 EIC Members may answer questions on the application of class rules that do not involve a protest. Questions that involve an interpretation of a class rule shall be submitted to the EIC in writing. The full list of all questions along with the respective answers given by EIC members on each day should be posted on the Official Notice Board not later than 09:30 of the next day.
- 9.2 Whether ashore or afloat, the primary conversation should be between one EIC member and a competitor or coach. A second EIC member or an Equipment Inspector shall observe the discussion, and may help diffuse the situation as needed
- 9.3 EIC members shall avoid conversations relating to equipment with competitors or coaches when alone or in private.

10. Tolerances and Nominal Measurement

- 10.1 Where a measurement in a class rule, equipment rule or event rule has no tolerance, or is described as nominal or similar; the Measurer shall refer to the EIC who shall make a final decision on the appropriate and relevant tolerance.

FINAL Version 10/06/2016