

**Report from the chairman of the IFDS Technical Committee,**  
**Colin Johanson**

**Tasks that need to be considered for direction of the Technical Committee:**

1. Review and revision of IFDS Rules of Race Management. Guidance requested.
2. Review of the Paralympic Class Rules to eliminate conflicts and inconsistencies with RMM.
3. Formalize the procedure and membership of the Adaptations Committee that meets at each World and Paralympic Championship.
4. Some form of financial assistance to allow required meetings of delegates at sailing events where there is equipment to assess. Currently members have to personally fund these major expenses, which makes such meetings exceedingly rare. This also impacts upon the formation of Adaptation Committees in accordance with rule 12.

**IFDS Race Management Manual 2005-2008 - Effective**

During 2007 the Race Management Manual document has been revised, updated and released with minor changes. On going revision is a continuous task.

Parts II and III of the RRM will need to be co-ordinated with the Events Committee and people who have served or are serving as Technical Delegates at major events, to obtain feedback for review. An improved process for facilitating feedback needs to be promoted.

**Rules of Race Management Revision**

Henry SLEUTEL and Hugh ELLIOT are tackling the job of revising the Rules of Race Management. The target timeline is a draft - with requests for guidance - in time for the IFDS Executive Committee Face-to-Face meeting in the spring 2008 and final approval by the AGM in 2008 so that it can take effect for the 2009-2012 Quadrennium.

**Acceptable Adaptations**

There is considerable overlap with the Classes Committee and also the Classifiers and Technical Delegates. Safety and reliability are major issues as is compliance with Class Rules. A Technical Committee representative is a required member of the Adaptations Committee at a World Championship. Other members should include the Technical Delegate and a Measurer.

Creating a list of approved adaptations would be time consuming and hard work. Writing definitive rules would have to be Class specific, very hard work and would open the door for the notorious 'gang of loophole hunters'. The Technical Committee and Class Committee could collaborate to post rejected Adaptive Aids on the IFDS website. This would prevent re-inventors of illegal modification and save their time and money.

We are seeking input from International Measurers Class regarding measurement processes they use on Sonar, 2.4mR and SKUD18 such that recommendations can be made to apply similar to new Classes, such as Liberty, Access 303, Access 2.3, Martin 16, Challenger, Trapseat 16, GOS 16, J-22, etc. These techniques may then be adopted at national level so that consistency will be maintained for international events. We need basic guidelines suitable for local country Measurers or Technical Officers to fairly measure these various boats to establish consistency with International Measurement techniques and thereby avoid having to disqualify modified boats brought to International Events. This information would be distributed to the Class Associations and RNA's for their comments.

Seating modifications in these often single or double person boats will also be a potential issue, both on functional and safety aspects that need to be dealt with at National Levels to avoid problems and protests at International Events. The Technical Committee will need to seek input from manufacturers and Class Associations so as to determine how we need to control these issues before protests of unfairly modified seats become an issue at Worlds events.

The major modifications that are being created to customize the SKUD18 to suit the high level disabilities targeted by this Class from controls, handholds, tilting seats and servo controls. There will need to be a certain amount of adaptations allowed but "a line must be drawn in the sand" to maintain a status quo of what will be allowed and what will not (to suit disabilities yet not give unfair advantage). Currently guidelines are being created by the SKUD18 Class Committee but eventually IFDS central standards may need to be applied, in the long term.

The role of the Adaptations Committee will become much more demanding and important to the smooth running of Worlds and Paralympic Championships.

#### **2.4R Class Question to be Passed onto the Measurement Committee**

An issue that we'd like to bring up for discussion is the size of rudder in 2.4R's. IFDS are using the smaller rudder in Paralympic sailing's but in open regattas almost everybody is using a bigger rudder and Antero KARJALAINEN questions why use of the bigger rudder could not be allowed in every race. Antero questions changing rules to allow the larger rudder use in Paralympic regattas.

#### **For guidance please regarding: 12 ADAPTATIONS COMMITTEE**

***12.1 An Adaptations Committee shall be formed to rule on adaptations for Level 1 and 2 events. The committee shall consist of the Chief International Classifier or his designee, the Technical Delegate and a member of the IFDS Technical Committee.***

***12.2 Decisions of the Adaptations Committee shall be final and not subject to protest.***

Comments by TC Member "Hugh Elliot"

"There are potential problems with 12.2 since this would appear to be a measurement issue which can be brought to the Jury. It is also in Part I of the RMM which ranks as 'rules' under the RRS. Note that RRS 67.3 gives a Protest

Committee or Jury total discretion to sort out, as fairly as possible, a situation where there is conflict between 'rules'. A PC or Jury will also ignore and invalid changes to the RRS and 12.2 is clearly an invalid change since it does not make the statement 'This changes RRS 60'.

Further, the RMM says nothing about the Event Measurer's involvement with the Adaptations Committee (who should have addressed these things and the process of Classification and should have taken into account adaptations in accordance with RMM 4). In addition, since there is no written procedure for the Adaptations Committee to follow, fairness to the sailors is relies on the fairness of the members. If the Adaptations Committee rules out an adaptation that has been accepted - even if only implicitly - by the Event Measurer - then there is a problem. That means that the Adaptations Committee would have to act prior to measurement and what is that other than measurement?

"Trust me" is not something that is found in the rule book and would not, I believe, be acceptable to the Court of Arbitration for Sport which would be the likely place for an unhappy sailor to go. Once you get into the legal arena, the first three questions are:

- 1) was there a procedure;
- 2) does the procedure comply with other governing rules like the RRS; and
- 3) was the procedure followed?

I suspect that the Adaptations Committee's task should be

- a) to advise the Event and Class Measurers and
- b) to publicize adaptations so that others may be relieved of the task of reinventing already perfectly functioning wheels."

### **Safety Equipment**

We attempted to arrange for a demonstration at Rochester of the "Safety Net" system that enables easy loading of a person from lying in the water into a rubber duckie rescue boat. The manufacturers were not willing to arrange this but an actual assessment at a sailing event is really what we need.

Linda MERKLE is working through a British coach who stated he is purchasing two of them for use in GBR and will share any insights they have with us - including trying to get one for the IFDS Technical Committee to look at.

Safety issues such as requirements at competitions need to be carefully considered by the Technical Committee and Executive Committee so as to be consistent regarding safety equipment available yet be aware of the financial aspects that decisions could impose on running of championships.

### **Regarding Health Safety**

It has been reported by Antero Karjalainen, that at the Worlds in Rochester, some of the sailing days were really long and from when he could use the toilet, which

is actually needed time for sailing, some days it took 9 hours to get back to toilet which is far too much. RMMs instructions state the maximum time to be under 6 hours.

Instead of two races early in the day then a break, in Rochester there three races a day in one batch. It is very difficult to keep time in limits with three races. These long days are causing medical problems with a sailor having to be hospitalized after this regatta because of a urinary tract infection that developed and a number of sailors were under considerable discomfort.

We need to enforce time limits set in the RMM Section 14 as they were developed to create a safe sailing competition and should be adhered to.

**14. TIME LIMITS AND TIME ON THE WATER**

14.3 (a) Time on the water is defined as the period from one hour prior to the first scheduled Warning Signal of the day, or as the period from the time that AP Ashore is lowered, which ever is later, until the return to the dock of any competitor who completed the last race sailed on any day.

(b) **Time on the water shall not normally exceed 6 hours** and then only with the consent of the Technical Delegate if one has been appointed. Normally, this consent will be given only when wind, waves, temperature, and humidity are moderate.