



The Events Committee met at 09:30 – 18:00 hours at the Melia Palas Atenea Hotel, Palma, Mallorca on Thursday 6 November 2014

1. Welcome & Introduction	1	10. 2018 ISAF Sailing World Championships	6
2. Minutes of the Previous Meeting	1	11. ISAF Youth Worlds	6
3. Conflicts of Interest	1	12. Youth Olympic Games	7
4. Executive Committee Update	2	13. ISAF Classes' World Championships	8
5. Rio 2016 Olympic Games	2	14. Rankings system	8
6. 2020 Olympic Sailing Competition	5	15. Team Racing 2013 - 2016	8
7. 2024 Olympic Sailing Competition and beyond	5	16. Other Submissions	8
8. ISAF Sailing World Cup	5	17. Any other Business	10
9. 2014 ISAF Sailing World Championships	6		

Present:

Pablo Masseroni – Chairman
Chris Atkins – Vice President
Riccardo Simoneschi – Vice Chairman
Gary Bodie
Tomasz Chamera
Guillaume Chiellino
Jan Dawson
Kamen Fillyov
Nelson Ilha
Oleg Ilyin
Sarah Kenny
Fiona Kidd
Pedro Rodrigues

Sari Multala
Takao Otani
Alejandro Abascal
Stefan Rahm
Corinne Rolland-McKenzie
Cory Sertl
Nadine Stegenwalner
Adrian Stogall
Sylvia Vogl
George Wossala
Zvi Ziblat
Alfredo Ricci
Wearn Haw Tan

Apologies received:

Carolijn Brouwer

Also in attendance:

Alastair Fox (ISAF Head of Competitions)
Katherine Mason (ISAF Events Administrator)
Sarah Gosling (Athletes Commission)

1. Welcome & Introduction

The Chairman opened the meeting and welcomed the members.

2. Minutes of the Previous Meeting

(a) Minutes

*The minutes of the Events Committee meeting held on 10 May 2013 were noted.
The minutes can be downloaded at www.sailing.org/meetings.*

(b) Minutes Matters Arising

There were no other matters arising not covered elsewhere on this agenda.

3. Conflicts of Interest

No conflicts of interest arose.

4. Executive Committee Update

The minutes of the Executive Committee meeting held in September 2014 were noted.

5. Rio 2016 Olympic Games

- (a) The Committee received a report from the Chairman of the Events Committee and the ISAF Head of Competitions about the first test event: the Aquece Rio – International Sailing Regatta 2014.

It was reported that the 2014 test event in Rio was a great success. 324 sailors from 34 nations who between them had 32 Olympic medals competed at the test event. The key goals of the test event were to test the following:

- Field of Play - including wind, tide and current impact
- ITO and NTO teams
- Marina da Gloria venue and shore facilities
- Race Management Equipment
- Olympic Format
- Management Team

During the test event all of these areas were tested and reviewed. Sensible recommendations will be made for the 2015 test event before ISAF finalizes the plans for the Rio 2016 Olympic Sailing Competition.

It was noted that there are still big concerns over pollution and that ISAF would send a formal letter to Rio 2016 outlining these concerns.

[See Appendix 1](#)

- (b) The Committee received an update on the Rio 2016 Olympic Sailing Competition from the ISAF Head of Competitions.

It was noted that work had begun planning for the 2015 test event and that both OBS and Swiss Timing would be there.

- (c) The Committee received a report from the Chairman of the Format Working Party on the 3 medal race, theatre style 49er format.

[See Appendix 2](#)

Recommendation to Council:

The Events Committee recommends that the final day format for the 49er and 49er FX is one double point medal race, without theatre boundaries and with a 20 minute target time.

Vote: 21 in favour, 2 against, 2 abstain

- (d) The Committee considered submission 083-14 from the Confederação Brasileira de Vela regarding 2016 Olympic Sailing Competition and the increased duration of medal races and made the following recommendation to Council.

Recommendation to Council: Reject

Medal Race target times have already been approved.

Vote: Unanimous (see agenda item 5(c))

Events Committee Minutes

- (e) The Committee considered submission 084-14 from the International 49er Class regarding the final day format at the 2016 Olympic Sailing Competition and made the following recommendation to Council.

Recommendation to Council: Reject

See the Events Committee recommendation not based on submission recommending 1 medal race, no theatre boundaries and a target time of 20 minutes.

Vote: Unanimous (see agenda item 5(c))

- (f) The Committee received a report from the Chairman of the Quotas and Qualification Working Party on the Continental Qualification Events and finalised the events that will be used for the Rio 2016 Olympic Games qualification system.

[See Appendix 3](#)

Recommendations to Council:

Africa:

Princess Sofia Trophy Regatta, Palma Mallorca, Spain, March 2016 (Finn, 470 Women, 49er, 49erFX, Nacra17).

African Qualifier Regatta, Cape Town, South Africa, December 2015 - March 2016 (470 Men)

African Qualifier Regatta, Algeria, December 2015 – March 2016 (RS: X Men, RS: X Women, Laser, Laser Radial)

Asia:

ISAF SWC Asia, TBD, September 2015 – October 2015 (Finn, 470 Men, 470 Women, Nacra 17).

ASAF Cup, Oman or Abu Dhabi, March 2016 (RS:X Men, RS:X Women, Laser, Laser Radial, 49er, 49erFX). It was later confirmed by ASAF representatives that the event would be held in Abu Dhabi this decision was approved by council.

Europe:

Princess Sofia Trophy Regatta, Palma Mallorca, Spain, March 2016

North America & Caribbean:

ISAF SWC Miami, USA, Jan 2016

Pan American Games, Toronto, Canada (Laser Standard & Laser Radial; one quota place awarded for each of the events).

Oceania:

ISAF SWC Melbourne, Australia, December 2015

South America and Central America:

ISAF SWC Miami, USA, Jan 2016

Pan American Games, Toronto, Canada (Laser Standard & Laser Radial; one quota place awarded for each of the events).

Vote: 23 in favour, 0 against, 1 abstain (initial vote: 13 in favour, 3 against, 8 abstain)

It was noted that every event should be allowed at least one entry for every not already qualified Continental MNA.

- (g) The Committee considered submission 085-14 from the International 49er Class regarding Continental qualifiers for the 2016 Olympic Sailing Competition and made the following recommendation to Council.

Recommendation to Council: Reject

See the Events Committee recommendation not based on submission recommending the Continental Qualification Events for Rio 2016.

Vote: Unanimous (see agenda item 5(f))

- (h) The Committee received a report from the Equipment Committee on supplied equipment at the Rio 2016 Olympic Games.
- (i) The Committee considered submission 055-14 from the Confederação Brasileira de Vela regarding regulation distribution of equipment at 2016 Olympic Sailing competition and made the following recommendation to Council.

Recommendation to Council: Approve with the following amendment

The Events Committee notes that the timeline and location of the draws is still to be confirmed. A transparent process is critical.

Vote: 24 in favour, 1 against, 0 abstain

- (j) The Committee considered submission 056-14 from the Confederação Brasileira de Vela regarding all changes of equipment to be made public at 2016 Olympic Sailing competition and made the following recommendation to Council.

Recommendation to Council: Approve

Vote: Unanimous

- (k) The Committee considered submission 057-14 from the Confederação Brasileira de Vela regarding RS:X sailors to bring their own equipment at 2016 Olympic Sailing competition and made the following recommendation to Council.

Recommendation to Council: Reject

This policy was approved by Council in 2013.

Vote: 1 in favour, 23 against, 0 abstain

- (l) The Committee considered submission 058-14 from the French Sailing Federation regarding RS:X sailors to bring their own equipment at 2016 Olympic Sailing competition and made the following recommendation to Council.

Recommendation to Council: Reject

This policy was approved by Council in 2013.

Vote: 8 in favour, 11 against, 4 abstain

- (m) The Committee received a report from the ISAF Head of Competitions on Coach Boat Regulations for the Rio 2016 Olympic Games.
- (n) It was noted that there had been issues at the 2014 test event with regard to the Coach Boat Regulations. The Coach Boat Regulations used at the 2014 test event were based on the version used at the test events for the London and Beijing Olympic Games. However, these regulations are now being questioned by MNAs and there is now a big debate on what electronics coaches can take on the water at test events, the Olympic Games and ISAF events. There are also questions about the Coach Boat Zone and when it should be used at different events.

Recommendation: The Coaches Commission, Athletes' Commission, Events Committee and Executive Committee should review these policies.

- (o) The Committee considered submission 024-14 from the Executive Committee regarding Nationality Criteria Guidelines and made the following recommendation to Council.

Recommendation to Council: Approve

Vote: Unanimous

6. 2020 Olympic Sailing Competition

- (a) The Committee received a progress report from the ISAF Head of Competitions.
It was reported that the level of engagement at this stage from the Tokyo Organising Committee was very reassuring. However, it had been confirmed that the venue included in the Tokyo 2020 bid proposal would now not be built. Instead an alternative venue in Tokyo Bay was currently being evaluated but there are serious concerns over the proximity of the Haneda airport could impact on the broadcaster's abilities to televise the sailing events. It was noted that the Enoshima venue used during the 1964 Olympic Games may be a suitable alternative if a venue in Tokyo Bay is not approved.
- (b) The Committee began initial discussions on the structure of the qualification system for the 2020 Olympic Sailing Competition.

7. 2024 Olympic Sailing Competition and beyond

- (a) The Committee considered submission 086-14 from the Executive Committee regarding the Olympic voting process and made the following recommendation to Council.

Recommendation to Council: Approve

Vote: 20 in favour, 0 against, 3 abstain

8. ISAF Sailing World Cup

- (a) The Committee received a report from the ISAF Sailing World Cup Manager on the 2014 ISAF Sailing World Cup.

[See Appendix 4](#)

- (b) The Committee received a report on the 2014 Sailing World Cup Final in Abu Dhabi.

It was reported that elite sailors from ten Olympic events and open Kiteboarding will be competing and conditions are expected to be excellent. The support from the MNAs, Coaches and Athletes to engage in this event and format has been excellent and as a result the number of sailors at the Final is higher than expected.

- (c) The Committee received a report from the Head of the ISAF Sailing World Cup on the 2015 ISAF Sailing World Cup and beyond.

It was reported that the next Sailing World Cup series will eventually see a reduced quota across all SWC Events. As new venues and contracts come on line we will see the events change in format in addition to the quota reductions. A qualification process based on the ISAF rankings and qualification events will be used to decide

the entrants for each SWC event. The winners from each SWC event will qualify for the 2015 SWC final, with the best placed 'home continent' sailors also qualify along with the top three finishers of the 2015 Class World Championships. The remaining SWC Final places will be awarded based on the ISAF World Sailing Rankings. Negotiations are currently occurring with several venues and it is our hope that by 2017 all venues will have a standardised format and quota which will see us through the 2020 Olympic Games.

- (d) The Committee discussed the ISAF Sailing World Cup and ISAF World Rankings.
- (e) The Committee noted the appointment of an ISAF Sailing World Cup Managing Group.

9. 2014 ISAF Sailing World Championships

- (a) The Committee received an initial report from the ISAF Head of Competitions. It was noted that full report would be prepared for the 2015 Mid-Year Meeting.

The event was a great success with 836 entries and over 1,000 sailors representing 84 nations competed. 10 World Champions were crowned with medallists from 17 nations. 50% of all Olympic quota places were confirmed.

The City of Santander contributed greatly to the success of the event with the redevelopment of the waterfront, the creation of the Dune spectator area and an opening ceremony attended by approximately 25,000 people. Over 300,000 unique spectators enjoyed watching the racing from the Dune over the 10 days of the regatta.

TV and media coverage was good with all 10 medal races broadcast live in over 30 nations and online.

It was noted that in a number of areas ISAF needed to work hard to ensure there are improvements: the RFEV management changes created a many issues as did the financial management of the event. There were race management issues at the event and in particular issues with some of the equipment used. A stronger event contract will be required for future events. ISAF will also carry out a strategic review of all ISAF events.

10. 2018 ISAF Sailing World Championships

- (a) The Committee received a progress report from the ISAF Head of Competitions.

It was reported that the first site visit had been completed in June and had been successful. The Aarhus management team sent a strong delegation to the Santander 2014 ISAF Sailing World Championships and had a good understanding of the challenges for the next Aarhus 2018 ISAF Sailing World Championships. Work has begun on the Championship contract.

11. ISAF Youth Worlds

- (a) The Committee received a final report from the ISAF Sailing World Cup Manager on the Tavira 2014 ISAF Youth Sailing World Championships.

[See Appendix 5](#)

- (b) The Committee received a progress report from the ISAF Sailing World Cup Manager on the 2015 ISAF Youth Sailing World Championships.

It was reported that this event will be held 27 December 2015, 3 January 2016. The draft NOR has been completed and will be published shortly. The ISAF Youth

Events Committee Minutes

Worlds Emerging Nations Programme will be established to help sailors from emerging nations compete at the ISAF Youth Worlds and develop their potential for competing at future ISAF events.

- (c) The Committee received a report on the ISAF Youth Worlds from the Chairman of the Youth Worlds Sub-committee.
- (d) The Committee considered submission 087-14 from the International Byte Class regarding regulation 24.4.9 Girls one person dinghy and made the following recommendation to Council.

Recommendation to Council: Reject

The Events Committee would like to move away from having more than one choice in each of the classes for the ISAF Youth World Championship.

Vote: 1 in favour, 23 against, 1 abstain

- (e) The Committee considered submission 088-14 from the International Byte Class regarding regulation 24.4.9 Girls and Boys one person dinghy and made the following recommendation to Council.

Recommendation to Council: Did not discuss

- (f) The Committee received a report from the Multihull Working Party. The Committee asked the Youth Worlds Sub-committee to report back with a final decision for the May Mid-Year meeting.

[See Appendix 6](#)

- (g) The Committee considered submission 090-14 from the Chairman of the Events Committee regarding regulation 24.4.9 and made the following recommendation to Council. Corinne McKenzie abstained from voting as she was the ISAF Classes representative.

Recommendation to Council: Approve

Vote: 20 in favour, 1 against, 3 abstain

- (h) The Committee considered submission 089-14 from the International SL16 Class regarding regulation 24.4.9 Open Multihull and made the following recommendation to Council.

Recommendation to Council: No Recommendation

- (i) The Committee made the following recommendation to Council on the venue of the 2018 ISAF Youth Worlds. Tomasz Chamera abstained from voting as Poland has submitted a bid to host the 2018 ISAF Youth Worlds.

Recommendation to Council:

The Events Committee recommends approving Corpus Christi, USA, as the host of the 2018 ISAF Youth World Championship to start on the second Saturday of July 2018, subject to a successful site visit and satisfactory contractual arrangements.

Vote: 22 in favour, 1 against, 1 abstain

12. Youth Olympic Games

- (a) The Committee received a progress report from the ISAF Head of Competitions on the Nanjing 2014 Youth Olympic Games.

It was reported that 101 athletes from 62 nations competed at the event. The

Events Committee Minutes

Continental Qualification System worked well and the hard work of the Byte CII and the Techno 293 Classes and builders was noted. The sailing events took place at the Lake Jinniu Sailing Venue that was built specifically for the Youth Olympic Games. The venue will leave a strong legacy for sailing in Nanjing.

The venue was an extremely light wind venue and ISAF should work closely with the IOC to ensure that at future events there is an opportunity to review the wind conditions before a venue is selected.

- (b) The Committee received a progress report from the Chairman of the Events Committee on the Buenos Aires 2018 Youth Olympic Games.

It was reported that the venue is very good for sailing and recommendations for the format for the event and equipment that will be used will follow once the IOC report and debriefing on the 2014 Nanjing Games has been received.

- (c) The Committee received a report from the Youth Olympic Games Working Party about the age group, events and equipment for the 2018 Youth Olympic Games.

It was agreed that ISAF would wait for the formal debrief of the 2014 Youth Olympic Games before making final decisions on the events, equipment and format for the 2018 Youth Olympic Games.

- (d) The Committee considered submission 091-14 from the Swedish Sailing Federation regarding age limits for the Youth Olympic Games and made the following recommendation to Council.

Recommendation to Council: Defer

The Events Committee have decided to defer the decision to allow ISAF to react to the IOC review of the 2014 YOG.

Vote: 16 in favour, 7 against, 1 abstain

13. ISAF Classes' World Championships

- (a) The Committee received a report from the Events Administrator on ISAF Class World Championships in 2014 and associated reports from ISAF Classes.

The issue of Class subsidiary World Championships was discussed. It was noted that there was a Working Party reviewing this and then submissions may be prepared for the 2015 ISAF Annual Conference.

[See Appendix 7](#)

14. Rankings system

- (a) The Committee received a progress report from the Chairman of the Sub-committee on the ranking system.

[See Appendix 8](#)

15. Team Racing 2013 – 2016

- (a) The Committee received a progress report from the Chairman of the ISAF Team Racing Sub-committee on the outlook of World Championships from 2013 – 2016.

[See Appendix 9](#)

16. Other Submissions

Events Committee Minutes

To note, and where necessary make any recommendations to Council on the specific submissions listed below;

- (a) The Committee considered submission 006-14 from the Executive Committee regarding the Olympic Classes Sub-committee and made the following recommendation to Council.

Recommendation to Council: Approve

Vote: 14 in favour, 3 against, 5 abstain

- (b) The Committee considered submission 007-14 from the Executive Committee regarding the Olympic Classes Sub-committee and made the following recommendation to Council.

Recommendation to Council: Reject

Only the Olympic Classes should be formally represented.

Vote: Unanimous

- (c) The Committee considered submission 009-14 from the Executive Committee regarding the Athletes Commission and made the following recommendation to Council.

Recommendation to Council: Approve

Vote: 22 in favour, 1 against, 1 abstain

- (d) The Committee considered submission 010-14 from the Chairman of the Constitution Committee regarding the Advertising Code and made the following recommendation to Council.

Recommendation to Council: Approve with the following amendment

20.4.1.4 Event advertising shall be displayed on the forward part of each side of the boom in accordance with Table 1 unless, ~~when the sail plan of an ISAF Class has an overlapping headsail,~~ the Class has prescribed in their class rules that Event Advertising shall instead be displayed on the aft part of each side of the boom.

Vote: 22 in favour, 1 against, 1 abstain

- (e) The Committee considered submission 011-14 from the International 49er Class Association regarding the Advertising Code and made the following recommendation to Council.

Recommendation to Council: Defer

To consider the implication of branding sponsorship and any conflict this submission would produce with other brands for sailors, event organisers and MNAs.

Vote: 18 in favour, 4 against, 2 abstain

- (f) The Committee considered submission 014-14 from the Chairman of the Race Officials Committee regarding the Events Appointment Working Party and made the following recommendation to Council.

Recommendation to Council: Approve

Vote: Unanimous

- (g) The Committee considered submission 015-14 from the Executive Committee

Events Committee Minutes

regarding regulation 25.12.2 and made the following recommendation to Council.

Recommendation to Council: Approve

Vote: 14 in favour, 6 against, 3 abstain

- (h) The Committee considered submission 016-14 from The International Kiteboarding Association regarding regulation 25.12.2 and made the following recommendation to Council.

Recommendation to Council: Reject

Vote: Unanimous

- (i) The Committee considered submission 025-14 from the Executive Committee regarding the ISAF Classification Code and made the following recommendation to Council.

Recommendation to Council: Did not discuss

The Committee noted that it was essential for full consultation to take place.

17. Any other Business

49er Fleet Sizes

It was recommended that fleet sizes for the 49er and 49erFX classes during the Sailing World Cup would be 40.

Vote: 16 in favour, 4 against, 5 abstain

Appendix 1

1. Summary

The test event in Rio was very good and I was very impressed with the venue, the management and the race officials. There were 324 sailors from 34 nations who between them had 32 Olympic medals to their names so there was a very high level of interest and competition at the test event. There are still big concerns over pollution and the redevelopment of the venue.

2. Key Goals

The key goals of the test event were to test the following:

Field of Play - including wind, tide and current impact

ITO and NTO teams

Marina da Gloria venue and shore facilities

Race Management Equipment

Olympic Format

Management Team

During the test event we had a very good opportunity to test all of these areas and we are now able to make sensible recommendations for the 2015 test event before finalising the plans for the Rio 2016 Olympic Sailing Competition.

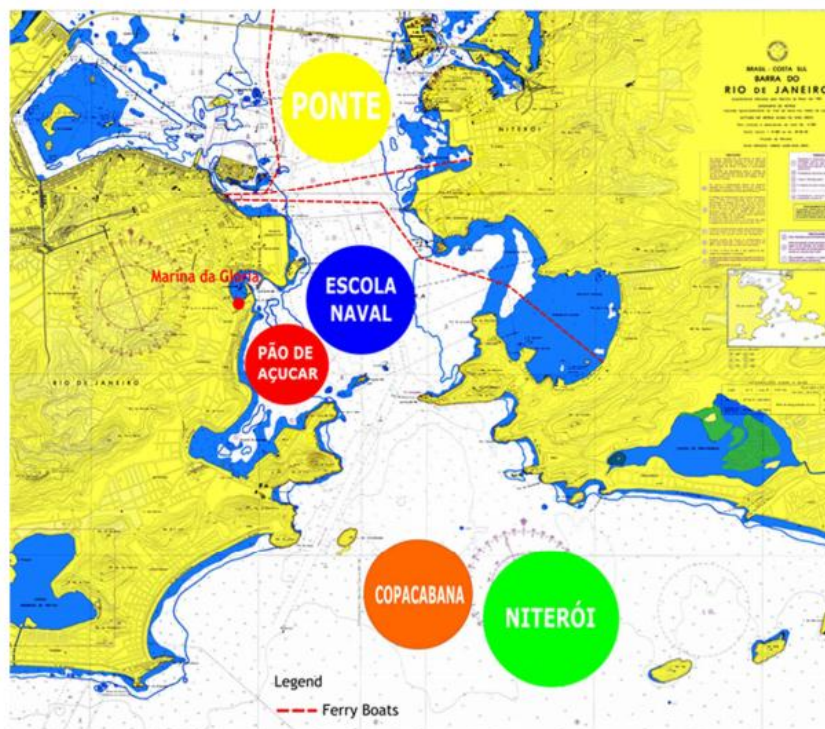
3. Entries

Every MNA was entitled to 2 entries per event. Due to the high costs of shipping equipment to Brazil, the timing of the 2014 ISAF Worlds and the Asian Games attendance was not as high as it might have been. However, the final entry numbers allowed us to test everything that we had set out to test.

RS: X Men	28	
RS:X Women	22	
Laser	33	
Radial	25	
Finn	17	
470 Men		23
470 Women	17	
49er	19	
49er FX		15
Nacra 17	18	

4. Field of Play

The test event provided an excellent opportunity to test all of the course areas during the test event in very different conditions. There will be some challenges with some of the course areas depending on the direction and the strength of the wind – however that is to be expected at any venue. During the test event there was a recommendation to add one more course area inside the bay – between the airport and the Ponte course – this is currently being reviewed.



5. Race Management Team (ITO and NTO)

The ITO and NTO teams had a great opportunity to work together during the test event. The level of race management for this test event has been very positive and over the next two years there will be plenty of opportunity for further training. At times the ITOs and NTOs worked in challenging conditions and in some cases the equipment was not appropriate but Rio 2016 are aware of this and will make changes where necessary.

6. Marina da Gloria

The Marina da Gloria worked very well. There were two main launching areas – ramps in the Marina and the beach area for the Nacra 17 and RS X.



Office space was very central but there was a great deal of noise in all meeting rooms – this is something that will be fixed for 2015 and 2016 following the redevelopment of the venue.

One big concern is the planned re-development as it is not clear when the work will start or finish.

7. Olympic Format

The full racing format for the 2016 Olympic Sailing Competition was tested. However, there were no reserve days schedule for this test event and as a result the full schedule was not completed. For the 2015 test event and the 2016 Olympic Sailing Competition two full reserve days will be scheduled for each of the Olympic events before their medal race day.

Following the decision to test the 49er / 49er FX final day format at the test event the OA worked with ISAF and the International 49er Class to run 3 x 10 minute theatre style races for the 49er and 49er FX. A final report on this format will be reviewed at the Events Committee meeting at the ISAF Annual Conference.

The medal races were all held on the Pao de Acucar (Sugar Loaf) course area and where spectacular. However, ISAF will need to have 'plan b' for the medal races if the wind conditions are not suitable for fair racing on this course area during the Rio 2016 Olympic Sailing Competition (as was the case with the Nothe course area for the London 2012 Olympic Sailing Competition).



8. Management Team

The Rio 2016 management team were great to work with; the core team was:

Walter Boddener – Sailing Manager

Ricardo Navaro – Field of Play Manager

Nelson Ilha – Logistics & Equipment

Eduardo Penido – CB Vela Representative

The Competition Operations and Venue Operations teams were extremely professional and all of the NTOs and volunteers had good experience. The Rio 2016 Management Team and the CB Vela team worked very well together and worked hard to resolve any issues. There were many areas where there needs to be improvement – communication around the venue, results systems, etc. but considering this was the largest Olympic classes event ever run in Brazil these things should be expected.

It is important to note the role of CB Vela – they were instrumental in ensuring a successful event.

It should also be noted that the Brazilian Navy were very closely involved and they managed all shipping movements in and out of the bay during the test event which meant no racing was affected by commercial traffic.

9. Coach Boat Regulations

The Coach Boat Regulations used at the 2014 test event were based on the version used at the test events for the London and Beijing Olympic Games. However, these regulations are now being

Events Committee Minutes

questioned by MNAs and there is now a big debate on what electronics coaches can take on the water at test events, the Olympic Games and ISAF events. There are also questions about the Coach Boat Zone and when it should be used at different events.

Recommendation: The Coaches Commission, Athletes' Commission, Events Committee and Executive Committee should review these policies.

10. Pollution

Before the test event ISAF was very concerned about pollution inside the bay and outside the bay. At the start of the event Rio 2016 carried out water quality tests across the Field of Play and the results showed that the water quality met Brazilian and international water quality standards.

During the test event the water quality of the course areas outside the bay was good but we need to ensure that there are no objects in the water that could affect racing. Inside the bay the water quality was definitely worse and some days were worse than others. In general it is clear that the water quality inside the bay has improved over the last 4 years. There are still big concerns about the number of objects in the water inside the bay – this could cause a major problem to the athletes during the 2016 Olympic Games unless there is a large improvement in cleaning up the bay.

During the 2014 test event there were no reported cases of illness or infection by any sailor or MNA that was a result of exposure to the water. There were several reports of sailors hitting objects in the water although it is not clear whether this affected their performance.

Recommendation: ISAF should work closely with the IOC, Rio 2016 and MNAs to ensure that the Brazilian authorities continue to improve the water quality to ensure that the sewage levels meet Brazilian and international standards. It is critical that the Brazilian authorities and Rio 2016 put in a place a robust plan to deal with objects in the water as it will be unacceptable for the outcome of a race to be affected by a sailor hitting an object in the water.

11. ITOs

The following ISAF Race Officials and ISAF staff members attended the event:

11.1 Technical Delegate

Alastair Fox	GBR	ISAF Staff
Race Management		
Nino Shmueli	ISR	Principal Race Officer
Christophe Gaumont	FRA	
Tom Duggan	USA	
Athanasios Papantoniou	GRE	
John Parrish	NZL	
Adrian Stoggall	GBR	

11.2 International Jury

Bernard Bonneau	FRA	Chairman
Jan Stage	DEN	Vice - Chairman
Miguel Allen	POR	
Juan Manuel Duarte	ARG	
Francisco Jauregui	MEX	

Events Committee Minutes

Bruno Marques	BRA
Marianne Middelthon	NOR
Andres Perez	ESP
Douglas Sloan	USA

11.3 Equipment Inspection Committee

DimitrisDimou	GRE	Chairman
Jason Smithwick	USA	Vice - Chairman & ISAF Staff
Raul Pasqualin	BRA	
Mario Eugenio Tavares	BRA	

11.4 Additional ISAF Staff

Tamsin Rand	GBR
Daniel Smith	GBR

Prepared by:

Alastair Fox

ISAF Head of Competitions

Appendix A

1. PRO Report – prepared by Nino Shmueli

1.1 Weather/Tide

Weather forecast has been received twice a day from the Brazilian Navy, the forecast was too general without any specification to course areas. No daily tide data has been delivered.

We need for each Course Area daily weather forecast for every hour from 09:00 till 17:00, additionally daily Tide Charts (by hour) for all FOP area.

1.2 Course Areas

All course areas have been checked, few comment:

- Pao de Acucar, recommended running L/W courses, nearly impossible to run trapezoids.
- Pomte, Winds are very shifty when blowing from 220-250, my proposal is to run in such a winds only W/L courses. At other directions trapezoid can be run easily.

All other three course areas are with no major problem and trapezoid or W/L courses can be run.

- New course area (AIRPORT), my recommendation is to add additional course area inside the bay between PONTE and ESCOLA NAVAL, in can give additional W/L course area, (see attachment 1)

1.3 Classes/events

Combine course area for Nacra with Finn doesn't work due to difference in Target Time and no additional marks. It is recommended that each of these two classes will sail separately on W/L course.

1.4 Race Committees

Five Race Committees work on the water, teams done a good work but still they need to train especially on: laying pin start, finish lines.

Events Committee Minutes

It will be good to run a Mark Layer clinic in the coming month.

The weakest team was the Laser RM team, few changes has to be made within this team for next year.

1.5 Bridge/control

Bridge has been operated well; there was no internet connection at the bridge. Requirements for next year Test Event have been forward to the venue architect including the position of the Bridge.

1.6 ITO's

All RM ITO's preformed great, they build very good relationship with CRO's as well the local teams, all five ITO's works around the clock to teach and train the local teams. The atmosphere within the team was fantastic with a lot of help and support in between.

There was only one major mistake done by one of the ITO's by abounded a race on the last leg; the race was reinstate by the jury.

1.7 Communication

In general the communication between the water and the shore was very poor by radios as well mobile. Communication is key element between the Race committees and the PRO/FOP to make on-going decision.

1.8 Schedule

Assignment to course areas was update day by day around 18:00 according to weather forecast, it works well. It will be very difficult to have a fix schedule during the Games; it will be good to have the flexibility and the system we used this year.

1.9 Marks

Marks for NITEROI and COPACABANA course areas must be more visible by colour and size; the current marks are good for all Guanabara Bay course areas.

1.10 Change of Course Areas

According to the Test Event S.I. we couldn't change/move course areas on the water, the recommendation is to allow the Race Management team to reallocate the course area on the water by flying Flag L. (must be part of the S.I.)

Appendix B

2. Jury Report – prepared by Bernard Bonneau

2.1 VENUE

We understand that the venue will be re-built for next test event and Olympic Games.

Main issues this year was the noise, with vicinity of the Main Conference room and the open roof. Very uncomfortable also in hearings with rooms just separated with cloth wall.

The ITO's lounge was too small, and there were no lockers, storage, dryers. The jury meeting room was used for all these functions.

2.2 JURY BOATS AND BOAT EQUIPMENT

Boats are good size but heavy and creating big wake. Good for outside-bay racing.

Would be convenient to have some lighter boats (5) to cover the Medal Race and inside-bay judging, creating less wake.

Boats need more possibility of storage around the console or along the tubes

- Pockets for documents attached on the console

Events Committee Minutes

- Holders for flags
- Possibility to attach and secure VHF

2.3 REFUELING AND DOCKING

Refuelling system (entering and closing the refuelling area...) is really long process and time consuming since judges have to move to hearing rooms.

Docking close to the sewage deposit area is not the best...

2.4 LUNCH

Quality and quantity were variable and insufficient for long stay on the water. Has to be reconsidered and adapted to the needs of people working on the water.

Having some baby wipes and alcohol gel available (Purell, Protex...) would be really useful to clean hands and prevent infections.

2.5 TRANSPORTATION

Convenient and efficient. However, if large buses are needed to cover the needs at the beginning and end of the day (0800-0930 and 1730-1930), then minibuses (10 seats) with more flexible rotations would be more adapted.

2.6 ACCOMMODATION

Convenient (walking distance) and good quality.

2.7 RADIO COMMUNICATION

Not perfect, need of different radios depending of the location of courses is confusing and create problems when jury boats have to move to another area.

2.8 JURY OFFICE EQUIPMENT

Not enough stationary available, need bigger boards.

2.9 COMMUNICATION SYSTEM

The mailing list to spread out information was useful. Need a better system to update information between race office and jury office in case of postponement onshore.

Understand that all communication system will different for next stages with Swiss Timing and ORIS.

Appendix 2

2016 Olympic Sailing Competition - Format Working Party Final Report

Preamble:

On behalf of the Working Party I would like to address my gratitude to all stakeholders, especially International 49er and 49erFX Classes Associations with their outstanding contribution in searching ways to develop Olympic format and last but not least to finalize this report.

Medal Race Format

1. At the 2013 ISAF Annual Conference the Events Committee and the ISAF Council approved the Events Committee Format Working Party report on the format for the 2016 Olympic Sailing Competition. This report stated that for the RS: X, 49er, 49er FX and Nacra 17 there will be 12 opening series races and 1 final race for the top 10 competitors. For the Laser, Radial, Finn and 470 there will be 10 opening series races and 1 final race for the top 10 competitors.
2. Submission 068-13 from the International 49er Class proposed that the final day format for the 49er and 49er FX should be 3 x 10 minute races raced in 'Theatre Style' format. The Events Committee rejected this submission in favour of the Events Committee Format Working Party proposal. The Council deferred the submission until the November 2014 ISAF Annual Conference.
3. At the 2014 Meeting Events Committee approved the recommendations of the Working Party. Only the 49er and 49er FX Medal Race issue has been left for further consideration as follows: for the 2014 Rio Test Event only the format recommended by the International 49er Class was tested by ISAF and the Rio 2016 event organisers.
4. The 49er Class has worked with ISAF to test their final day format at the ISAF Sailing World Cup events in Miami, Mallorca, Hyeres and Test Event Aquece Rio 2014.
5. The Medal Race Format as a result of mutual agreement between ISAF, the 49er Class and Rio 2016 organisers was such as presented in attachment 1.
6. Sailors, coaches, race officials, spectators, media and the Rio 2016 event organisers have all been surveyed to provide their feedback on the International 49er Class proposals.
 - Sailor feedback: Sailor (and coaches) feedback is presented in attachment 2. Most sailors like theatre style racing but preference on number of races is split. However in common they agree that the more races is better than less races across the whole series. The more compact racing area the more spectator's focus will be increased. Sailors also feel that umpiring and race management is falling behind the sailors level.
 - Rio 2016 feedback: 3 x 49er and 49er FX final races were a challenge. The sailing window in Rio is short – only from 1300 – 1700. The wind and current make it difficult to manage theatre style racing. For better understanding all formats shall be the same for all classes.
 - Rio 2016 ISAF TD and PRO feedback: 3 x 49er and 49er FX final races were a challenge for Rio 2016. Wind shifts and strength make it difficult to manage theatre style racing. Course changes if any would have taken up to 30 minutes. Wind speed influenced number of races.
 - Umpire's feedback: conditions in Rio (wakes) influence proper maneuverability of umpires boats. Boundaries limit field of play making harder positioning. Effectively they focus on avoiding boats instead of better positioning for the calls.
 - Coach feedback: there is general consensus that all events should be the same and have one final race double scored. Most of coaches like theatre style racing taking into consideration better visibility of boundaries and using natural boundaries (beach) as well. They don't support 3 final races concept. Proper umpiring is difficult and not effective in limited space that on the other hand creates more exciting races.
 - Media feedback: 22 out of 27 media professionals who responded to the request for feedback answered that 1 medal race is preferred. The primary reason given was that at a

Events Committee Minutes

multi-class event, the format should be the same for all classes as it is easier to explain to the public. Respondents included media professionals from MNAs, written press, broadcasters, photographers and general sports media (see attachment 3).

- Spectator's feedback: generally spectators prefer easy to understand concept, 1 medal race double scored. Theatre style concept is in split. Opinions on timing are also in split between 10 and 25 minutes.

Recommendations:

1. The Events Committee recommendations for the 2016 Olympic Games in Rio should be as follows:
 - a) one double points medal race for the top 10 competitors (all Classes),
 - b) medal Race target time for 49er and 49erFX – 20 minutes,
2. The following options to be considered:
 - Option A: Theatre style race for all classes**
 - Option B: Theatre style race for 49er and 49erFX Classes only**
 - Option C: No Theatre Style races at all.**
3. Previous decisions on rule 42, discards, competition schedule, courses and its assignments, target times will not be changed.

Tomasz Chamera
Format Working Party Chair

Appendix 3

Continental Olympic Qualification

Africa Continental Qualification Events:	ISAF SWC Hyeres, France April 2016
Asia Continental Qualification Events:	SWC Asia Event October-November 2015
Europe Continental Qualification Events:	ISAF SWC Hyeres, France April 2016
Oceania Continental Qualification Events:	ISAF SWC Melbourne, Australia December 2015
North America Continental Qualification Events:	ISAF SWC Miami, USA Jan 2016 Pan American Games, Toronto, Canada Men's and Women's Singlehanded only; one place each class each continent
South America Continental Qualification Events:	ISAF SWC Miami, USA Jan 2016 Pan American Games, Toronto, Canada Men's and Women's Singlehanded only; one place each class each continent

Policy Decisions

1. Where an ISAF SWC Regatta has a quota limitation and a prior qualification event, the quota shall be extended such that at least three not previously qualified MNA's from the respective home continent will be represented by at least one boat in each class.
2. Where a continent does not have a SWC event within the continent and uses a neighboring continent's SWC event as its continental qualifying event, policy statement 1 applies, and the qualifying places for the respective continents remain separate.
3. Any SWC Regatta utilized for continental qualification shall offer a start to all ten Olympic events.
4. Where two continents utilize a Regional Games for some portion of the continental qualification, the qualifying places for the respective continents remain separate.
5. For the purposes of continental Olympic qualifying (COQ), nations are assigned to respective continents in the attached list.

Discussion

1. Submission 073-12 approved by Council and the Qualification System document approved by both Council and the IOC are the guiding principles.
2. Based on the results of the 2014 ISAF Worlds and the anticipated results of the 2015 Olympic Class Worlds, it is apparent that outside of Europe the number of non-qualified MNAs competing at each COQ event is likely to be zero to three nations in many events. The reallocation process if no nations compete is already established. Where a continent

Events Committee Minutes

(Africa and S. America) does not have a SWC event within the continent, the small numbers anticipated makes it impractical to create a stand-alone qualifying event within that continent.

3. The Asian SWC event for October-November 2015 is expected to be announced shortly.
4. Submission 085-14 from the 49er and 49erFX classes is contrary to prior decisions and existing contracts.

Appendix 4

2014 ISAF Sailing World Cup

The 2014 ISAF Sailing World Cup finished last April with the SWC Hyères. A full report of the SWC was presented at the Mid-Year meeting in May 2014 (Item 9(a)).

As a summary, the 2014 SWC has been focused on:

1. Sport Presentation: ISAF Communication Department and ISAF TV have been present in all events, coordinating the production and international distribution of the media content. A large amount of work has been done on the SWC microsite to present consistently on the ISAF website not only the media content but also results, race documents, tracking, etc.
2. Consistent series: After all the tests made last season and with the ISAF Worlds in Santander in mind, the 2014 ISAF SWC series were run consistently in terms of formats (number of races, discard, scoring, target times) and documents (notice of race and sailing instructions, standard and discretionary penalties, equipment regulations, etc.). Most of Santander 2014 documentation was based on the ISAF SWC documents.

2014 ISAF SWC Qingdao:

Hold in October 2014, this was the last event under the 2 years' contract with Qingdao. The new structure of the SWC (where Melbourne is the first event of the 2015 circuit and the future Asian Round the last one) left Qingdao in a very difficult position and practically out of the circuit. It was decided to use the event as a qualifier for the 2014 SWC Final (the winner and the top Asian sailor were invited) to make it more attractive to international participation. The organizers offered prize money, charter boats at a very affordable price and travel funds for the RS:X.

This edition has seen an increase in participation: 143 boats, 171 sailors from 21 countries in the six events.

Antonio González de la Madrid

ISAF Sailing World Cup Manager

Appendix 5

2014 ISAF Youth Sailing World Championship **Tavira, Portugal**

1 ORGANIZING COMMITTEE

Organizing Committee:

- Chairman of the Organizing Committee: Joao Pedro Rodrigues
- Event Director: Pedro Rodrigues
- Event Secretary: Tessa Galhardo
- ISAF Technical Delegate: Antonio González de la Madrid
- ISAF Youth World Championship Sub-Committee: Cory Sertl

2 VENUE

Facilities at the Club Náutico Tavira are just an office, a class room, a small hangar and the bar so the organizers had to build a temporary venue. The result was a compact venue with all required facilities which worked very well for sailors, race officials and volunteers.

The dressing of the venue was poor. The organizers did not have a main sponsor and the ISAF branding that we usually send was not enough to cover the boat parking and the competitors' area.

Another negative point was the provided internet connection, not only for sailors, but also for the media/TV team, jury office, etc. This made our job very difficult and challenging, mainly for the media and TV team that had to look for alternative places to upload videos and pictures.

3 ACCOMMODATION

Competitors, team leaders and coaches were accommodated in 1 hotel, located about 20 minutes' walk from the venue. Regular transfers were provided.

The hotel was of a high standard and perfect to create the atmosphere we look for this event with ample dining room, common areas and swimming pool.

Again, the internet connection provided free of charge at the hotel was the only negative side.

4 EQUIPMENT

Boat suppliers: 29er: Ovington	420: Nautivela
Radial: Laser Performance	RS:X: Neil Pryde
SL16: Sirena Voile	

Except for SL 16, all the boats were brand new and built to the highest quality specifications. The support of the manufacturer's teams during the championship was superb and the co-operation with the organisers was excellent.

Laser Performance provided boats for all competitors free of charge. This year the organizers got an agreement with Nautivela and finally 420s were provided for all sailors.

All manufacturers were present on and off the water to solve any problems for the sailors. There was no significant breakage or failure of equipment and only one claim for redress on equipment was received.

As in the venue, there was no branding on the boats except for the event logo on the hull. Main sails only carried the country code which made the photos and videos less attractive.

Events Committee Minutes

5 INTERNATIONAL JURY

The following International Jury members were appointed:

Ana Sánchez ESP (Chair)	Ilca Heinrich GER
Manuel Santos POR (Vice-chair)	Jacob M. Andersen DEN
Marton Beliczay HUN	João Carneiro POR - NJ
Ewa Jodlowska POL	Manuel Ken Gamito POR - NJ

A Rule 42 briefing was held for all the sailors by Jacob M. Andersen before the first race. The jury went out on the water spread over four boats for policing Rule 42.

6 RACE MANAGEMENT

PRO	Ion Echave ESP		
	Laser Radial	420 & SL16	RS:X & 29er
ISAF Course Reps	Tom Duggan USA	Rafael Serrano (ESP)	Thomas Jorgensen (DEN)
Course Race Officer	Nuno Valadas da Silva (POR)	Miguel Pinheiro (POR)	Luis Raposo (POR)

Corinne Aubert (FRA) was appointed as Course Representative but due to personal circumstances she couldn't travel to Tavira. As this happened two days before the event, we replaced her with Rafael Serrano, an IRO from the South of Spain.

Except two days with steady sea breeze, sailing conditions were not easy, with light winds starting very late. The race management team did a fantastic job and they managed to fulfil the schedule with only 1 race down for RSX. Races were fair and team leaders and coaches valued the effort of the race officers and this is reflected in the event evaluation, with the highest score for the Laser and 420/SL16 areas.

7 OPENING AND CLOSING CEREMONIES

The opening ceremony started with a parade of participating nations from the hotel to the City Council Square followed by the speeches. ISAF President Mr Carlo Croce declared the championship open.

The closing ceremony took place in the amphitheatre at the venue and was run according to the manual. ISAF Vice-president Nazli Imre made the closing speech.

Events Committee Minutes

8 ATHLETE PARTICIPATION PROGRAMME

ISAF approved 19 sailors from 16 nations into the programme distributed as follows:

MNA	Boys	Girls	MNA	Boys	Girls
AHO	1	1	PAR	1	0
COL	0	1	PER	1	0
CZE	1	0	PHI	0	1
ISV	1	0	SVK	1	0
LAT	1	0	ROU	1	0
LCA	1	0	TAN	1	0
MLT	1	0	URU	1	1
MOZ	1	0	ZIM	1	1
Total Boys	14		Total Girls	5	

World Youth Sailing Trust Coach: the appointed YWST Coach for this edition was Hugh Styles who made a good job not only with the APP sailors but also with all competitors and coaches. The after racing debriefings took place every day in the hotel.

9 PARTICIPATION

Countries	Laser Boys	Laser Girls	420 Boys	420 Girls	RS:X Boys	RS:X Girls	SL16 Open	29er Open	Total Boats	TOTAL Sailors	TL / Coaches
67	57	46	32	27	32	21	16	30	261	366	126

10 RESULTS

Event	Gold	Silver	Bronze
420 Boys	SIN	MAS	JPN
420 Girls	ESP	ISR	POL
Laser Boys	ESP	IRL	SIN
Laser Girls	ESP	USA	FIN
RS:X Boys	ISR	ITA	POL
RS:X Girls	RUS	CHN	ITA
SL16	FRA	ESP	BRA
29er	FRA	USA	NZL
Nations Trophy	ESP	FRA	ISR

11 ANTI-DOPING EDUCATIONAL PROGRAM

ISAF ran, in collaboration with the World Anti-Doping Agency, the WADA Athlete Outreach programme supported by Helen Fry. The programme consisted in a half an hour education session which was well attended with an attentive audience. Outreach was also completed with the Play True quiz where the athletes and coaches may tested their knowledge.

ISAF also completed In-Competition doping control testing during this event. Organizers provided a tent close to the competitors' area, with a waiting area and an adjoining disabled toilet port-a-loo.

12 SUMMARY

Internally we experienced some issues with the organizers and the main reason for this was probably the lack of volunteers. Key people working at the event were overwhelmed and ended up exhausted, including the Event Director Pedro Rodrigues. This caused some delays in getting things done, lack of attention to VIPs, next year's organizers, etc.

In spite of the above, it is commendable that they never lost their smile and that any of these internal problems were not noticed by competitors and coaches, making this Youth Worlds an unforgettable edition for them. This is again reflected in the event evaluation survey. As for points to improve for next year, I would stress the branding of the venue/boats and internet connection.

Antonio González de la Madrid
ISAF Sailing World Cup Manager

Appendix A – Media Report

Website Statistics

Page views – 375,221
Average time on website – 2:12
Referrals
Google – 79,000
Facebook – 30,000
Twitter – 4,000
200 nations visited the ISAF Youth Worlds website.
Desktop visits - 258,149
Mobile visits - 109,684
Tablet visits - 64,915

Live Blogging

A twitter widget was used as the live blog and embedded in the ISAF Youth Worlds website. Three course accounts fed into the blog providing race start times, first mark positions and race results. In total the blog received 26,500 page views with users spending an average of 9 minutes 30 seconds on the page.

ISAF TV

In total, 22 videos were produced and uploaded to ISAF TV and the ISAF YouTube Channel.

In advance, content was gathered from previous high profile competitors Nathan Outteridge (AUS), Paige Railey (USA), Zofia Klepacka (POL) and Jorge Zarif (BRA).

Events Committee Minutes

Feature pieces were produced, uploaded and distributed to sailing websites with supporting written content.

An existing relationship with Real TV Group ensured that ISAF received 29er European voxpops and race highlights specific to the ISAF Youth Worlds. Subsequently a class specific preview video was produced and distributed with the written 29er preview.

News was successfully distributed to Australia, France, Ireland and New Zealand. Portuguese TV took all of ISAF TV's material to produce two 26 minute highlight programmes on their Olympic broadcaster.

The ISAF YouTube Channel received 45,000 views. 85,000 minutes were spent watching the content with the audience retention at 80%.

News/Image Distribution

A total of 17 press releases were emailed out via ISAF's distribution list. Sport specific websites picked up the ISAF news and reproduced the content with supporting images on their websites.

MNAs and journalists requesting images and news were quickly supported with good online/printed success in Ireland, France, Oman, Bermuda, Israel, Singapore, New Zealand, Australia, Great Britain, Chile, Spain, Thailand, Finland and Russia.

Appendix 6

Youth Multihull Evaluation

Evaluation Panel Report

16 October 2014

1 Introduction

ISAF Council approved in November 2013 Submission 052-13: To evaluate, select and introduce as soon as possible, suitable equipment for the Open (or Mixed) Multihull event at the ISAF Youth Sailing World Championship. The submission highlighted that the new equipment should have daggerboards and a spinnaker. The acceptance of this submission has the effect that the current equipment choices, the Sirena SL 16 and the Hobie 16 no longer meet the criteria for the equipment to be used at the event in the future.

2 Summary Recommendation

The Evaluation Panel recommends the NACRA 15 catamaran be selected as the multihull for the ISAF Youth Sailing World Championships. The NACRA 15 is a new design featuring curved dagger boards and rudder elevators with an emphasis on robust construction and a price of €11,850 (ex.Tax. ex.Works) The NACRA 15 provides a clear pathway to the Olympic NACRA 17.

3 Evaluation Panel

At the 2014 ISAF Mid-year Meeting in May 2014 an Evaluation Panel was formed: Dina Kowalyszyn, Chairman (Equipment Committee), Cédric Fraboulet (Equipment Committee), Nadine Stegenwalner (Events Committee), Cathy Macaleavey (Youth Worlds SC), Enrique Figueroa (Multihull advisor).

The timeline established at the Mid-year meeting to meet the requirements of the Youth Worlds Subcommittee's site selection process was to produce a report for consideration at the 2014 ISAF Annual Conference.

4 Request for Information

A Request for Information (RFI) document was published at the beginning of July of 2014. The RFI was used to survey the commercial marketplace and solicit feedback from suppliers on boat characteristics, and to determine if there was any group willing to commit to the financial responsibility of supplying and maintaining at their cost, the multihull equipment for the ISAF Youth World Championship each year.

Four applications were received by the deadline of 15 August 2014 with the required application fee:

Bimare 16, NACRA 15, NACRA F16 and RS Sailing

Prior to the deadline, ISAF received correspondence from Goodall Designs, the producer of the Viper F16. The Viper had participated in the Olympic Multihull Selection Trials in Santander in 2011 and had received high evaluation scores. In email received by ISAF to explain why Goodall would not make a submittal in response to this RFI it was stated that; "...Goodall Design is not prepared to offer the VIPER F16 to ISAF for the Youth World Championships as there is no viable business model for supplying VIPER F16 for the Youth Championships. Goodall Design strongly supports the selection of the VIPER F16 as a pathway class for youth development...."

The Evaluation Panel reviewed the bid documents which were received and held a conference call on 28 August 2014 to further develop the final Request for Proposal and discuss the submittals.

The panel considered RS Sailing's submittal that proposed to manage a boat to be designed by the ISAF Evaluation Panel. The Evaluation Panel agreed that due to the limited time available, they favoured a proposed boat that was at least at the prototype stage. The Staff was directed to contact RS Sailing with this decision.

Events Committee Minutes

Also, from discussion during the conference call, it was agreed that further information should be sought from Bimare in relation to their business plans to supply the boats to the Youth Worlds. Cédric Fraboulet was asked to approach Bimare's French intermediary for further details.

5 Request for Proposals

In order to have the proposals on the same comparable basis, a Request for Proposal (RFP) was issued focusing on the costs involved to supply the boats to the Youth Worlds, and refining the physical requirements. The final RFP was released on 23 September 2014 and is attached. This was circulated to the four participants. A response was received from NACRA within the deadline.

Bimare had submitted a bid document and application fee through their French representative, but around 17 September Lallo Petrucci of Bimare Catamarans released a statement on the internet that: "BIMARE chose not to bid for having one of its catamarans as the next ISAF Official Youth Multihull for financial reasons basically the same already made known by Goodall Design with their recent press release. The calculations carried out by Brett Goodall are self-explanatory and we have nothing to add." Bimare did not respond to the Request for Proposal.

The Evaluation Panel had two compliant bids, the NACRA 15 and NACRA F16. Both NACRA models were submitted for consideration with aluminium one-piece masts. There is a table below comparing the two NACRA designs to the Hobie 16 and the SL 16 which should be familiar to committee members. The costs of new boats are included in the table.

6 Conclusion

NACRA's bid documents make it clear that they consider the NACRA 15 the best choice for the Youth Multihull equipment. The new NACRA 15 was designed specifically to meet the characteristics derived from the 2013 submission accepted by the ISAF Council. Cost and durability have been used to control the design of the new boat, along with consideration of the target crew weight. NACRA considered the pathway to the Olympic equipment when designing and used its lessons learned from production of the NACRA 17 to make choices for the NACRA 15 to ensure durability and ease of maintenance. The cost of the NACRA 15 aligns well with the other Youth Championship equipment, with a base price of €11,850. This price includes €1,200 per boat to cover the cost of supplying the fleet at the Youth Worlds. The base price (ex. Tax) in Europe of the 29er is £7,125, 9,000€ (Ovington's website, in the US this is \$13,000 USD).

There are 2 prototypes of the new NACRA 15 and these boats were examined by members of the panel at the ISAF Sailing World Championships in Santander. Reports received after Santander were positive and noted that the boat employed similar systems to the Olympic NACRA 17 making it a good pathway to the larger boat.

The NACRA F16 is considered to be more powerful than required for the target crew weight range with larger jib and gennaker than the NACRA 15 making it require more strength for the sailor who is crewing. The NACRA F16's cost is greater than the projected cost of the NACRA 15. It fits the F16 box rule and offers competitive racing in many nations. It is used by some nations to train youth sailors, but those tend to be older and more experienced in multihull sailing. An F16 is a high performance class that is open to development and if selected the NACRA F16 of today may not be competitive in the F16 fleet 5 or 6 years from now and therefore would not offer older sailors the same training benefits. The NACRA F16 was not seen by the Evaluation Panel to offer major advantages over the NACRA 15 in terms of sailor development.

Based on these discussions the Evaluation Panel recommends the NACRA 15 be selected as future equipment for the ISAF Youth Sailing World Championship equipment. The NACRA F16 does not provide significant advantages in sailor development, it is less durable and costs approximately 4640€ more than the NACRA 15. The NACRA 15 is heavier than the F16 to make it more durable and the overall size and sail areas have been adjusted to meet the needs of the age group. This can be seen by comparison to the SL 16 where hull length and beam are very similar and although the NACRA 15 is lighter it has reductions in mainsail, jib and gennaker areas. The sail area to weight ratio is nearly the same between the SL 16 and the NACRA 15. This gives confidence that similar sized sailors will be served by this new platform. The NACRA 15 is believed to have a higher optimum crew weight than the SL 16, because of the combination of high overall buoyancy of the hulls for a given length and comparatively high lateral resistance. The lifting boards

Events Committee Minutes

allow the platform to carry heavier crews in displacement mode as well as power-up in lighter winds. Conversely the ability to lift the boards will allow the lighter crews to compete in the upper wind ranges.

7 Equipment Comparison Table

Data	Hobie16	SL 16	NACRA F16	NACRA 15	N15-F16
	Current Youth Multihulls		Future Youth Multi Bids		
Hull Length – m	5.05	4.80	5.00	4.70	-0.30
Beam – m	2.41	2.32	2.5	2.34	-0.16
Weight – kg	145	148	135	140	+5
Mainsail m ²	14.25	13.8	13.35	13.6	+0.25
Jib area m ²	5.12	3.8	3.7	3.3	-0.4
Gennaker m ²	14	17.0	17.5	16.5	-1
Self Tacker jib	No	No	Yes	Yes	
Daggerboards	No	No	Curved	Curved	
Complete Price € - excl. tax	€12,300*	€12,200*	€16,500	€11,850	
Builder	Hobie Cat	Sirena	NACRA / CMI (THA)	NACRA / CMI (THA)	

estimated*

8 Boat Name: NACRA 15

Entrant: NACRA Sailing International



Events Committee Minutes

General Review

The NACRA 15 is a new catamaran specifically designed by Morelli & Melvin (USA) to meet the youth multihull evaluation criteria. At 4.70m long, the modern hull shape combined with curved daggerboards creating vertical lift, is designed to have a wide competitive crew weight range, lower sheet loads and promote new skill factors on the pathway to the Olympic NACRA 17. The NACRA 15 also features small winglets on the rudder blades which NACRA believe will enable the pitch and semi-flight mode to be better controlled by the teams.

Evaluation Panel Feedback

This is a new design, and is not in conflict with existing F16 box rule, and therefore not subject to development pressures to remain competitive. Production of the boat will meet ISAF's need to have boats available to purchase by November of 2015. If selected, will need initial allocation of orders by ISAF.

If selected, it is envisaged production would commence in Spring 2015, production would be up to 15 boats per month.

Builder and Dealer Distribution

Manufacture-controlled one design. Hulls built at CMI Thailand (Approx. 750 NACRAs of different classes have been built at CMI in last four years). Boats distributed from NACRA International, NED. Sails made by Performance Sails/NED.

Worldwide dealer network & distributors (availability/easy access, training camps, grass root-sailing.... pathway NACRA 460, NACRA 500, NACRA 570, NACRA 580, NACRA Sailing schools already established). Dealers: ARG, AUS, BEL, BUL, CAN(2), CHI, CHN, EST, ESP(3), FRA(4), FIN, GBR(2), GER, HUN, ISR, ITA(2), NED, NOR, POR, SIN, SUI, UAE, USA (15)

Hull Construction

Glass fibre, vinylester resin, sandwich construction.

Class Association

There is an established international NACRA Class Association covering the range of NACRA catamaran models, with worldwide activities and experience in event organization.

Provisions of Selection

Subject to the following:
Signing of an ISAF / Builder Youth Worlds Supply Agreement

Price stays fixed at MNA start-up discount price of €10,450* for first 75 boats ordered, or until 15 April 2015 whichever is the earlier. ISAF will control allocation of first 75 boats.

After the first 75 boats are ordered or 15 April 2015 (whichever is the earlier), the price will be €11,850.

NACRA agree that ISAF will under contract control any subsequent price until November 2019.

Price ex VAT, ex Works (NED).

9 Boat Name: NACRA F16

Entrant: NACRA Sailing International

General Review

The NACRA F16 was launched autumn 2011, designed by Morelli and Melvin (USA): Modern hull design with stiff platform. Daggerboard case updated in 2014 to accept curved daggerboards.

Rudder elevators added.

Events Committee Minutes

MNA Sailor Feedback

Feedback from 2012 Multihull Evaluation of crew weighing 143kg and 146 kg: Crew too heavy in light to medium wind.

Builder and Dealer Distribution

Manufacture-controlled one design. Hull Builder:
Composite Marine International (CMI), Thailand,
Sails Performance Sails/NED. Boats distributed through NACRA Sailing International (NED). Worldwide distribution network (84 dealers) – availability/easy access, training camps, grassrootsailing....
pathway Nacra 460, Nacra 500, Nacra 570, Nacra 580, NACRA Sailing schools already established

NACRA Dealers: including ARG, AUS, BEL, BUL, CAN(2), CHI, CHN, EST, ESP(3), FRA(4), FIN, GBR(2), GER, HUN, ISR, ITA(2), NED, NOR, POR, SIN, SUI, UAE, USA (15)



Hull Construction

Glass fibre, epoxy resin, PVC foam core, carbon fibre reinforcement, vacuum bagged.

Class Association

There is an established international NACRA Class Association covering the range of NACRA catamaran models with worldwide activities, experience in event organization.

Provisions of Selection

Subject to the following:

Signing of an ISAF / Builder Youth Worlds Supply Agreement

Price stays fixed at MNA start-up discount price of €14,950* for first 75 boats ordered or until 15 April 2015 whichever is the earlier. ISAF will control allocation of first 75 boats.

After the first 75 boats are ordered or 15 April 2015 (whichever is the earlier), the price will be €16,500. NACRA agree that ISAF will under contract control any subsequent price until November 2019.

*Price ex VAT, ex Works (NED).

Request for Proposal of Equipment for the Two-Person Open/Mixed Gender ISAF Youth Sailing World Championship Multihull For the Period 2017 – 2021

1. Introduction: ISAF seeks a modern, lightweight catamaran designed with spinnaker and daggerboards to be used for the ISAF Youth Sailing World Championships.

2. General Instructions and Information to Offerors

Point Of Contact – Simon Forbes, ISAF Technical and Offshore Manager email: technical@isaf.com

ISAF will select the Two Person Mixed /Open Multihull for the 2017-2021(or 2018 - 2022) Youth Sailing World Championships in November of 2014 (or 2015) per ISAF Regulation 24.4.5.

A request for information was published and four Offers with application fees were received. No physical evaluation event is planned where all potential equipment is gathered in one location.

Documentation as required in Section 5(c) will be considered as the Offerors Notice of Intent to participate. This documentation is primarily the construction plans for the proposed equipment and any class rules or supporting information (for more details see 5.c below). Disclaimer - Information presented in this Request for Proposal (RFP) is subject to change and that incurring expenses or beginning to formulate an approach in preparation for the selection based on information presented in the RFP is solely at the potential offeror's risk.

In order to assess on a comparable basis the offers, the offerors are requested to submit business plans on the basis of a proposed agreement by ISAF to select the equipment for five years. The deadline to submit these business plans is Monday 29 September.

3. Evaluation Criteria

The Offeror shall demonstrate the ability, commitment and present a standardised business plan to supply and maintain at their cost the multihull equipment for the ISAF Youth World Championship each year for the specified time period of five years. This criterion is equal to sailing capabilities in the evaluation. The business plan should address the supply of 25 boats on the following basis:

- Transport of 3 Containers to and from venue
- Cost of travelling and subsistence for 2 servicing/repair staff
- Man hours for the serving/repair staff for 10 days
- Depreciation of 25 boats
- Financing costs/interest
- (Total of annual costs above) divided by 70 (a forecast 70 boat sales per year)= additional cost on each boat sold

The proposed equipment must be available for purchase by MNAs by November 2015.

The proposed equipment should highlight the following:

- Represent a distinct pathway to the Olympic multihull
- Athletically challenging to the youth sailors of the world
- Have visual appeal for spectators, media and sailors
- Be equipment that is durable in terms of youth sailing at the higher levels of the sport, but recognizing that the sailors are learning.
- Be equipment that avoids excessive costs for maintenance.

Events Committee Minutes

- It is desired that the sailors combined weight will be within the 105-130 kg Range

The proposed equipment evaluation will include the following:

Sailing capabilities

- Setting and dousing the spinnaker
- Tacking
- Gybing
- General steering characteristics (course keeping, helm balance)
- Divisions of tasks load for manoeuvres between skipper and crew; does the arrangement work for the tasks?
- Cost, both initial investment and lifecycle. Initial Cost
- Cost control and cost realism considered by price to individuals
- Durability of the hull and of the various parts (longevity)
- Access for maintenance and repair procedures
- Sail costs
- Sail durability to be evaluated by consideration of materials, design and components

Consistency of manufacture delivering fair and reliable equipment. Please provide examples of past performance to substantiate your claims.

Events Committee Agenda

Appendix 7

2015 CLASS WORLD CHAMPIONSHIPS WITH DATES & VENUE KNOWN

<u>Class Name</u>	<u>Start Date</u>	<u>Finish Date</u>	<u>Name of 2013 World Championship Event</u>	<u>Venue</u>	<u>Nation</u>
470	September	September	470 World Championships in the following fleets: + Male +Female	Rewoven Sadnai Haifa SC	Israel
RS:X	11/7/2012	18/07/2015	RS:X Youth World Championships	Gdyina	Poland
RS:X	30/10/2015	06/11/2015	RS:X World Windsurfing Championships	Al Mussanah	Oman
Nacra 17	03/7/2015	11/07/2015	Nacra 17 World Championship	Aarhus	Denmark
Laser Standard	29/06/2015	08/07/2015	Laser Standard World Championship	CORK Kingston	Canada
Laser Radial	19/11/2015	28/11/2015	Laser Radial World Championship	Al Mussanah	Oman
Laser Radial	15/8/2015	22/8/2015	Laser Radial Under-21 World Championship	Medemblik	Netherlands
Laser Standard	15/8/2015	22/8/2015	Laser Standard Men's Under-21 World Championship	Medemblik	Netherlands
49er FX & 49er	17/11/2015	22/11/2015	49er & 49er FX World Championship	Buenos Aires	Argentina
Laser Radial	19/11/2015	28/11/2015	Laser Radial Women's World Championship	Al Mussanah	Oman
Finn	20/11/2015	30/11/2015	Finn World Championship	Takapuna	New Zealand
Open BIC Class	25/01/2015	02/02/2015	World Open Cup	Melbourne	Australia
Flying Dutchman	01/01/2015	08/01/2015	International Flying Dutchman World Championship	Royal Sydney Yacht Club	Australia
Mirror Class	04/01/2015	09/01/2015	Mirror World Championship	Theewaterskloof Dam	South Africa
Musto Performance Skiff	05/01/2015	09/01/2015	2014 Musto Performance Skiff World Championship	Mounts Bay Sailing Club	Australia
Moth	06/01/2015	16/01/2015	International Moth World Championship	Sorrento Sailing Club	Australia
International 14	08/01/2015	16/01/2015	International 14 World Championship	Geelong, Victoria	Australia
International 505 Class	23/03/2015	03/04/2015	International 505 World Championship	Port Elizabeth	South Africa
Formula Windsurfing	27/04/2015	02/05/2015	Formula Windsurfing Youth World Championships	Clube de Vela de Lagos	Portugal
Formula Windsurfing	27/04/2015	02/05/2015	Formula Windsurfing Masters World Championships	Clube de Vela de Lagos	Portugal
Soling	22/05/2015	28/05/2015	Soling Open World Championship	Castiglione della Pescaia	Italy
6 Meter Class	29/05/2015	05/06/2015	The International Six Metre World Championship	La Trinité-sur-Mer	France
International Dragon	04/06/2015	12/06/2015	Dragon Class World Championship	La Rochelle	France
Raceboard	15/06/2015	20/06/2015	Raceboard Masters World Championship	Sopocki Klub Zeglarski, Sopot	Poland
Melges 24	26/06/2015	05/07/2015	Melges 24 World Championship	Middlefart	Denmark

Events Committee Minutes

<u>Class Name</u>	<u>Start Date</u>	<u>Finish Date</u>	<u>Name of 2013 World Championship Event</u>	<u>Venue</u>	<u>Nation</u>
Funboard	29/06/2015	04/07/2015	IFCA Slalom Youth World Championship	Reggio Calabria	Italy
Funboard	29/06/2015	04/07/2015	IFCA Slalom Masters World Championships	Reggio Calabria	Italy
Laser Standard	29/06/2015	08/07/2015	Laser Standard Men's World Championship	Kingston	Canada
J/80	04/07/2015	10/07/2015	J/80 World Championship	Kiel	Germany
SL16	04/07/2015	10/07/2015	SL16 Open World Championship	Saint Tropez	France
J/70	06/07/2015	11/07/2015	J/70 World Championship	Société des Régates Rochelaises	France
8mR	06/07/2015	12/07/2015	8 Meter Class World Championship	Geneva	Switzerland
TP52	14/07/2015	18/07/2015	TP52 World Championship	Puerto Portals Mallorca	Spain
Europe	17/07/2015	25/07/2015	Europe Class World Championship	Arendal	Norway
International 420 Class	17/07/2015	25/07/2015	International 420 Class World Championships in the following fleets + Male & Mixed + Female	Karatsu	Japan
Yngling	17/07/2015	24/07/2015	Yngling Open World Championship	Askoy, Bergen	Norway
Laser II	18/07/2015	24/07/2015	Laser II World Championship	Ostsee Travemuende	Germany
International Splash Class	18/07/2015	25/07/2015	Splash World Championships	Sant Feliu de Guixols	Spain
J/22	19/07/2015	25/07/2015	J/22 World Championship	Travemunde	Germany
Rs Feva	19/07/2015	25/07/2015	RS Feva World Championship	Travemunde	Germany
Lightenin	19/07/2015	25/07/2015	Lightening World Championship	Buffalo Canoe Club	Canada
Hobie 14	22/07/2015	26/07/2015	Hobie MultiWorlds	Lake Garda	Italy
OK Dinghy	24/07/2015	01/08/2015	OK Dinghy World Championship	Puck	Poland
Hobie Dragoon	24/07/2015	28/07/2015	Hobie MultiWorlds	Lake Garda	Italy
Cadet	25/07/2015	07/08/2015	Cadet World Championship	Fraglia Vela Riva, Riva del Garda	Italy
RS Tera	26/07/2015	29/07/2015	RS Tera World Championships	Aquavitesse Jachthavenweg	Netherlands
International Flying Junior	26/07/2015	01/08/2015	International FJ World Championship	Hayama	Japan
Hobie Tiger	28/07/2015	01/08/2015	Hobie MultiWorlds	Lake Garda	Italy
Hobie Wild Cat	28/07/2015	01/08/2015	Hobie MultiWorlds	Lake Garda	Italy
RS500	02/08/2015	06/08/2015	RS500 World Championship	AQUAVITESSE, LA BRUINISSE	Netherlands
Zoom8	02/08/2015	09/08/2015	Zoom 8 Youth World Championship + Male + Female	Wolfgangsee	Austria
Laser 4.7	06/08/2015	14/08/2015	Laser 4.7 Youth World Championships	Medemblik	Netherlands
Micro Class	07/08/2015	14/08/2015	39 th Micro Class World Championship	Breast	France

Events Committee Minutes

<u>Class Name</u>	<u>Start Date</u>	<u>Finish Date</u>	<u>Name of 2013 World Championship Event</u>	<u>Venue</u>	<u>Nation</u>
2.4mR	08/08/2015	15/08/2015	2.4mR World Championship	Rauma	Finland
Nacra Infusion	12/08/2015	15/08/2015	Nacra Infusion World Championship	Hellevoetsluis	Netherlands
Laser Radial	14/08/2015	19/08/2015	Laser Radial Youth World Championships	Kingston	Canada
Optimist	16/08/2015	25/08/2015	Optimist World Championship	Kamien Pormorski	Poland
Fireball	17/08/2015	28/08/2015	Fireball World Championship	Pwllheli, Wales	Great Britain
29er	22/08/2015	28/08/2015	29er Class World Championship	Pwllheli, Wales	GBR
Tempest	22/08/2015	29/08/2015	Tempest World Championship	Brunnen	Switzerland
Shark	22/08/2015	28/08/2015	Shark World Championship	Britannia Yacht Club	Canada
Laser Radial	24/08/2015	30/08/2015	Laser Radial Men's World Championship	Dublin	Ireland
J/24	28/08/2015	04/09/2015	J/24 World Championship	Weisse Wiek, Boltenhagen	Germany
Tornado	05/09/2015	12/09/2015	Tornado World Championship	Carnac Yacht Club	France
A-Catamaran	05/09/2015	12/09/2015	A-Catamaran World Championship	Punta Ala, Tuscany	Italy
Maxi	06/09/2015	12/09/2015	IMA Mini Maxi World Championship	YCCS Porto Cervo	Italy
Soling	10/09/2015	17/09/2015	Soling Masters World Championship	CORK, Kingston	Canada
Musto Performance Skiff	14/09/2015	19/09/2015	Musto Performance Skiff World Championship	Fraglia vela Riva	Italy
Sonar	16/09/2015	20/09/2015	Sonar World Championship	Falmouth	Great Britain
Snipe	19/09/2015	26/09/2015	Open Snipe World Championship	Talamone	Italy
5.5 Meter Class	24/09/2015	29/09/2015	5.5m IC World Championship	Nynäshamn	Sweden
RC44	30/09/2015	04/10/2015	RC44 World Championship	Cascais	Portugal
Techno 293	24/10/2015	31/10/2015	Techno 293 World Championships – in the following fleets + Under 15 Male + Under 15 Female + Under 17 Male + Under 17 Female	Club Nautico San Isidro, Buenos Aries.	Argentina
Etchells	01/11/2015	07/11/2015	Etchells World Championship	Royal Hong Kong Yacht Club	Hong Kong
Star Class	01/11/2015	10/11/2015	Star World Championship	Buenos Aires	Argentina
Topper	19/7/2015	25/7/2015	International Topper Class World Championship	Fraglia Vela Riva	Italy
X35	24/08/2015	38/08/2015	X35 World Championship	Imperia	

2015 CLASS WORLD CHAMPIONSHIPS WITH DATES & VENUE KNOWN (PROVISIONAL)

<u>Class Name</u>	<u>Start Date</u>	<u>Finish Date</u>	<u>Name of 2013 World Championship Event</u>	<u>Venue</u>	<u>Nation</u>
Hobie 16	October	October	Hobie 16 Open World Championships	Sanya, Hainan Island,	China
Swan 60	May	May	Gazprom Swan 60 World Championship	Yacht Club de Monaco	Monaco
Byte CII Worlds	TBC	TBC	Byte CII Worlds	TBC	Thailand
Flying 15	August	August			
Soto40					

2015 CLASS WORLD CHAMPIONSHIPS NOT BEING HELD

<u>Class Name</u>			
Hansa 2.3			
Hansa 303			
Hansa Liberty			
Tasar			

CLASS WORLD CHAMPIONSHIPS NOT HEARD FROM

<u>Class Name</u>				Comments
12 Meter Class				
IMOCA - Open 60				
B14	27/12/2014	06/12/2015	Victoria, Australia	Holding worlds
Class 40				
Contender				
Dart 18				
Enterprise				
Formula 16				
Formula 18				
Farr 30				

Events Committee Minutes

<u>Class Name</u>				Comments
Farr 40				
Formula Experience				
H-Boat				
Speed Windsurfing				
J/111				Holding Worlds
IKA – Open				Holding Worlds
IKA – Formula				Holding Worlds
IKA – Twin Tip				Holding Worlds
Kona Class				
Melges 20				
Melges 32				
Mistral				
Platu 25				
RS:One				
RS100				
Swan 45				
SB20				
Sunfish				
Topcat K1				
Laser Vago				
Viper				
X41				
GP14				

OTHER WORLD CHAMPIONSHIPS

IFDS			
<u>IRSA</u>			
<u>ORC</u>			

ISAF WORLD EVENTS

Events Committee Minutes

Youth Worlds	27/12/2015	03/01/2016	National Sailing Centre, MAS
Sailing World Cup	24/01/2015	31/01/2015	Miami, USA
Sailing World Cup	08/06/2015	15/06/2015	Weymouth & Portland, GBR
Sailing World Cup	20/04/2015	26/04/2015	Hyerres, FRA

Appendix 8

Rankings Subcommittee Discussion Agenda November 2014

1. **World Championships** The old ranking system always counted the last World Championship that occurred in that class, but never counted two World Championships if they occurred within the same twelve months. Similarly, the old rankings never had zero World Championships in the point total even if none had occurred within the past twelve months. Currently the new rankings are strictly based on the past twelve months. Several classes are currently counting two World Championships and the maximum rankings total is 1100 points (2 Worlds, 3 SWC events at 200 points each, and 1 event worth 100 points). Recommend changing the policy to reflect the old system and always count only the last World Championship that occurred.
2. **Regional Games** Old Ranking system did not count Regional Games because of limited entries at the various Regional Games. Recommend counting major Regional Games as 100 point events that include fleet racing in Olympic Classes.
3. **100 point Events**
 - a. Continental Championships of Olympic Classes
 - b. Continental SWC Qualification Events
 - c. Major Regional Games
 - i. Asain Games
 - ii. Pan Am Games
 - iii. ???
 - d. Eurosaf Championship Events within continental or open window
 - i. Garda Trentino
 - ii. Kieler Woche
 - iii. (Hyeres, Medemblik, Weymouth already qualify as 100 or 200)
 - e. Other major multi class Olympic regattas within continental or open window
 - i. Sail Sydney
 - ii. CORK, Kingston, Canada
 - iii. Asian circuit tbd
 - f. Other class events within continental or open window such that each continent has a minimum of two 100 point events in each Olympic Class every year.
4. **50 point Events** Any other event that applies and meets minimum criteria.

Appendix 9

2015 ISAF Team Racing World Championship

A report from the Chairman of the Team Racing Sub-committee

1. 2015 ISAF Team Racing World Championship - Rutland (GBR) July 18-24 2015

1.1 I present to the Committee a brief report concerning the 2015 Championship:

1.2 Rutland Sailing Club is the venue of the Championship and has an fine tradition of delivering excellent events. The event director is David Wilkins, a former Olympian, who has the strong support of the Club.

1.3 The ISAF Technical Delegate has been appointed (Jon Napier – ISAF Competitions Manager) and a site visit was been successfully conducted in July this year. The contract between ISAF, the MNA (the RYA) and the host club has been signed by all parties and the NOR has gone live. The first entry point (MNA Priority Deadline) closes at the end of November.

1.4 The links between the Host Club and RYA have been on-going and are strong with both financial and staff support being offered to the Club.

1.5 The Race Officer is vastly experienced in running high level team racing events, including the Wilson Trophy at West Kirby SC and the RYA Youth and Junior Team Racing Nationals (which annually attracts over 48 teams!). Most of the key appointments are now being made, including umpires, with support and authority from ISAF.

1.6 The Club and RYA have put in place a programme of five test events, including the large UK Team Racing National Championships, and this will ensure the race management teams and volunteers are properly trained and tested ready for the main event.

1.7 Financially, the Club has offered several models which depend upon the level of entries received. To that end, a number of creative and innovative approaches to different MNAs and clubs and classes where it is known team racing is strong have been made. A sponsor is yet to be found although this will not affect the basic running of June event.

1.8 Orders for new boats and sails are in place to ensure the equipment will be as equal as possible and guarantee the event will be a test of boat handling and rules knowledge and not an “arms race”.

1.9 The Club itself is situated in central England with good access to several airports including London Heathrow, London Stansted, London Luton, Birmingham, Manchester and East Midland. Assistance is being offered with travel to the venue from airports. The Club is well renowned for its hospitality as well as the breadth of sailing activities, and is the largest disability sailing club in the UK.

1.10 Both RYA and Club urge MNAs to support interested teams as a minimum, to endorse their entries but wherever possible to support the selection of team and contribute to their costs.

1.11 I remain at the Committee's disposal for any reason.

Alfredo Ricci
Chairman
ISAF Team Racing Sub-committee
29 October 2014