

Competition Opportunities for Sailors with an Intellectual Disability

A Submission from the IFDS Executive Committee

Proposal:

That IFDS:

- a) Recognize and encourage expansion of the existing competition pathway for sailors with an intellectual disability provided by Special Olympics;
- b) Cooperate with INAS-FID as the peak international sporting body for people with intellectual disabilities to establish annual international sailing competitions;
- c) Encourage RNA's to develop national sailing competitions for people with intellectual disabilities;
- d) That INAS-FID provide the classification system for such competitions;
- e) That an IFDS Technical Delegate be appointed to advise on event management and race management of international events.

Current Position:

The existing sailing pathway for people with an intellectual disability is primarily via participation programs (such as Sailability) and Special Olympics. Special Olympics is not closely aligned with the mainstream sport, conducts its World Games every four years, and has a participation rather than competition focus. There is no existing INAS-FID sailing program, however in 2007 the organization adopted sailing as its 13th official sport. INAS-FID develops its sports in cooperation with mainstream sport organizations (ie. Yacht Clubs & MNAs) and has a competition focus. In order to develop an international competition program for sailors with an intellectual disability, it is therefore logical for IFDS to align with INAS-FID.

Rules (if any) Considered to be Affected: The IFDS Functional Classification System may need an amendment to specify that the INAS-FID Classification Procedures are to be employed when conducting IFDS endorsed events solely for sailors with an intellectual disability.

Reason:

To develop international and national competition opportunities for sailors with intellectual disabilities.

Reduced Paralympic Sailing World Cup Circuit
A Submission from the Royal Yachting Association, GBR

Proposal:

IFDS should adopt a reduced circuit of 3 Paralympic Events for the ISAF Sailing World Cup.

Aim:

To provide a focussed and consolidated circuit of international Paralympic events which will allow athletes, RNAs, IFDS and ISAF to better focus efforts and increase participation.

To raise the media profile of International Paralympic Sailing.

To raise the profile of sailing as an integrated sport, which caters for both Olympic & Paralympic sailing on one platform.

Reason:

There is a current lack of clarity amongst competitors as to which events make up the Paralympic aspect of the ISAF Sailing World Cup. Current levels of participation and available funding levels mean that it is unrealistic to expect Paralympic athletes to participate in all events of the Sailing World Cup - this is evidenced by participation at the 2009 Sailing World Cup events.

Reduced Paralympic Sailing World Cup Circuit
A Submission from the Royal Yachting Association, GBR

Proposal:

Paralympic events of the ISAF World Cup 2010 should consist of three World Cup events; specifically, Miami OCR, Semaine Olympique Française and Skandia Sail for Gold Regatta (while these events remain part of the ISAF World Cup).

Aim:

To focus sailor attendance on three specific World Cup events.

To build on existing Paralympic attendance at World Cup events.

Reason:

Miami OCR, Semaine Olympique Française and Skandia Sail for Gold regatta have had the best Paralympic sailor attendance over the previous four years and provide the best facilities for Paralympic Sailors. The venue also give a good spread of worldwide locations that correlates with nationalities of current participants and the dates of the events allow for a good spread throughout the year.

Paralympic World Rankings
A Submission from the Royal Yachting Association, GBR

Proposal:

IFDS World Rankings should be made up of results from:

1. Three specified World Cup events (Miami OCR, Semaine Olympique Francaise and Sail for Gold);
2. IFDS World Championships;
3. Paralympic Sailing Competitions

Aim:

To provide a focussed worldwide ranking system that relates directly to the key Paralympic Events and allows a single focus for the media on Paralympic performances.

Reason:

To ensure there is no confusion/conflict between the World Cup Ranking System and the separate IFDS Ranking System and to ensure those sailors who lead the world ranking are the consistent top performers in each of the Paralympic classes.

Disability Categories Competing at ISAF World Cup Events
A Submission from the Canadian Yachting Association, CAN

Proposal:

That able-bodied sailors in the 2.4mR, SKUD18 and Sonar be allowed to participate in the Paralympic Classes in the ISAF World Cup Events. Able-bodied sailors would follow the same restrictions as set in the class rules for disabled sailors for operation of the boats.

Current Position:

The Paralympic Classes in the ISAF World Cup are open to disabled sailors only.

Reason:

- 1) To challenge the skills of the disabled sailors which will improve the level of racing as it has in the 2.4mR class.
- 2) To encourage greater participation of these events.

2.4mR Class Equipment

A Submission from the Canadian Yachting Association, CAN

Proposal:

Adopt the modified keel lead weight of 181 kg (same as the OD division) for 2010 World Cup and IFDS World Championship (up from current 176kg) even if the class rules for a modified K is not yet approved by ISAF.

Reason:

IFDS has agreed in principle to adoption of a One Design division rule to replace current appendix "K" rule.

ISAF approval is taking some time to sort out details with OD division rules.

Class has focused on OD division and failed to modify current appendix "K" to reflect current production position.

Current boats produced for the past few years are built close to OD division.

Weight of lead on all new boats exceeds 181kg. And major changes have to be made with current boats to reduce this to 176kg.

This constant changing of boat configuration adds unnecessary work and complexity to both IFDS and OPEN sailors wanting to compete together.

2.4mR Equipment

A Submission from the Canadian Yachting Association, CAN

Proposal:

Adopt use of either a Standard or Long rudder (same as OD division) for 2010 World Cup and IFDS World Championship even if class rules for modified appendix K not yet approved by ISAF. Rudders should not be switched once an event is underway.

Reason:

IFDS has agreed in principle to adoption of a One Design division rule to replace current appendix "K" rule.

ISAF approval is taking some time to sort out details with OD division rules.

Class has focused on OD division and failed to modify current appendix "K" to reflect current production position.

Current new boats produced for the past few years all delivered as standard equipment of Long rudder.

This constant changing of boat configuration adds unnecessary work and complexity to both IFDS and OPEN sailors wanting to compete together.

World Championship in 2012

A Submission from the Canadian Yachting Association, CAN

Proposal:

That IFDS establish a World Championship for 2012, the Paralympic Year

Reason:

Many countries have sailors traveling extensively in the Paralympic classes, this would be another event to qualify teams for 2012. It would be a good idea to hold this event during the winter of 2012 and subsequent Paralympic years.

2010 Events – Appendix K Modifications

A Submission from the 2.4mR

Hi Linda,

On the 31 October 2009 the 2.4mR class had its world council meeting. One of the resolutions with regard to one design was to recommend to IFDS a way to transition its single handed Paralympic boat (2.4mR) towards one design in 2010 while the class and ISAF proceed with the OD Division rule and building specifications.

We recommend (and give Class approval) that IFDS modify the 2.4mR class rules, specifically section K, in the Notice of Race for its events as follows:

Notice of Race Class Rule Changes for 2.4mR Appendix K Events

The Class Rules are changed as follows:

1. K3.1 - WEIGHT
 - a. The weight in C5.1 shall be minimum 253kg and maximum 254kg and may exclude the weight of the seat.
 - b. The horizontal distance from 0.55 x LWL to the centre of gravity of the **boat** when its water line (baseline) is horizontal shall be 1343mm \pm 27mm.
2. K3.2 - BALLAST
 - a. The ballast shall be internal in the boat and removable from the inside of the boat. It shall be divided in lead pigs consisting of minimum 8 pieces and maximum 16 pieces. The maximum weight of one pig is 30kg.
 - b. Ballast pigs shall have their primary dimension in horizontal direction.
 - c. The maximum weight of the ballast while racing, including any equipment placed below the floor, but excluding one electrical pump weighing not more than 0.400kg, one manual bilge pump made of plastic, and adherent hoses and cables, is 181kg.
 - d. All equipment made from metal denser than aluminium alloy, not used for construction purposes, shall be regarded as ballast except a battery when it is placed above the floor.
3. K3.3 - CORRECTOR WEIGHTS
 - a. Corrector weights of lead (including batteries containing lead and weighing less than 2.7kg) shall be securely fixed according to (b) when the boat weight is less than the minimum requirement.
 - b. Corrector weights shall be placed in the cockpit area above the floor and be located such that the centre of gravity of the boat is within the limits according to K3.1 (b) above.
4. K5.3 - KEEL TIP WEIGHT (does not apply)
5. K6.1 - RUDDER
 - a. Use of either the short or deep rudder is permitted.
 - b. Rudders may not be switched during a regatta.

Kind regards,

Peter Wilson