

IFDS Technical Committee, Hugh Elliot

As always, issues with Part I of the Rules of Race Management (RMM) have occupied much time. Parts I and II of the RMM were believed to have been completed until issues arose:

- The question of 'Time on the Water' became a problem when Race Officers at Sailing World Cup events. Since RMM Part I, when invoked by the Notice of Race and Sailing Instructions, ranks as '**rules**' in accordance with the racing Rules of Sailing, this became a problem. The Time on Water section was, therefore, moved to RMM Part II where it is categorized as a guideline not a '**rule**'.
- Part III of the RMM was duplicative and excessively wordy. It has been replaced with the Technical Delegate Guidelines developed by IFDS Vice President Henry Sleutel as a part of his work preparing for the 2012 IFDS Paralympic Classes Combined Worlds in Port Charlotte, Florida USA.
- Sailors – and their coaches – are encouraged to study the Rules of Race Management: an urban legend that was floating around in 2010 had sailors believing that the RMM specifies wind strengths above which racing should not take place. The Technical Committee notes that, indeed, such limitations were once a part of the RMM but wishes to inform sailors that it has been some years since they were removed.
- Issues arose with respect to equipment (a camera mounted on a boat during the 2011 Worlds). Suggestions have been received by the Technical Committee that the RMM Part I should prohibit cameras.

The Technical Committee believes that the issue of cameras is governed by Class Rules and that IFDS should defer to the various Classes and not undertake to legislate in this area.

- The Technical Committee notes that the Sailing Instructions at the 2011 Worlds provided for discretionary penalties for breaking certain class rules.

If the OA complied with the provisions of RRS 87, this is valid but, in the opinion of the Technical Committee, undesirable. If the changes did not comply with the provisions of RRS 87, then the sailing instruction permitting discretionary penalties was invalid.

The Technical Committee believes that changes to Class Rules, without good reason, are undesirable.

The Technical Committee notes that certain classes do use penalties that are less than DSQ for breaking class rules but that these penalties are clearly defined in the Class Rules. See, for example Appendix F of the International J24 Class Association's Regatta Regulations.

The Technical Committee recommends that no further changes be made to Part I or Part II of the IFDS RMM until after the Paralympic Regatta.

The Chair of the Technical Committee regrets that, due to a lack of funding, he will not be able to attend the IFDS AGM in Puerto Rico.

The Chair of the Technical Committee also wishes to inform all concerned that he intends to resign his position effective as of the close of the 2012 IFDS Annual Meeting. He would be very interested in assistance in finding a suitable candidate to replace him.