

**IFDS Technical Committee – Colin Johanson**

The Technical Committee has mainly been involved in the process of revising the RMM to simplify and clarify the documents. We have also been involved in minor procedural discussions regarding the lead up to the Paralympics. With the proliferation of adaptations being applied to yachts such as the SKUD18 and Sonar we have been planning ways to document approved modifications with respect to sailors who applied. We hope to attach Adaptation Approvals to sailor profiles in the Medical Committee proposed database so that officials can readily check on approval status of specific adaptations for each sailor.

**Rules of Race Management Manual 2009 rewrite**

Proposed Part I of the IFDS Rules of Race Management for consideration by Members at the AGM.

Since it will be much easier to read in association with the previous heavily marked up draft, that document has also been included for assessment at the AGM. A Summary of proposed additions to Part 1 is also enclosed.

We have been ruthless in consigning items to Parts 2 and 3 of the RMM. Since Part 1 ranks as '*rules*' as defined by the RRS, the Committee has done its best to make sure that all of the guidelines and suggestions have been deleted (but will resurface in Parts 2 and 3 as appropriate) and that everything that remains is really a rule. Rules already covered by the RRS that may possibly confuse or conflict (under interpretation) have also been deleted.

Feedback from the IFDS Executive Committee for guidance has been sought at numerous stages of this editing process.

It is the Technical Committee's opinion that Part 1 consists of Rules and we hope to be approved by the AGM. The aim is to create a much clearer, more structured set of documents comprising: rules; recommendations and guidelines that should be easier to read and apply to future Championships by management committees.

Many thanks to Micky AYALON (ISR), Hugh ELLIOT (USA) and Henry SLEUTEL (NED) for their hard work and to everyone else that has contributed to date. We look forward to your comments.

**Proposed Changes to the Part 1 of the Race Management Manual**

Most changes have actually been deletions of sections that will be moved to: Part 2 Guidelines; Part 3 Suggestions and Recommendations; Part 4 Appendices and respective Notice of Races.

The final version of Part 1 is being submitted to the AGM for ratification so that refinement can then begin on the remaining Parts to incorporate moved sections and updated components.

**Part 1 - IFDS Rules of Race Management:**

The rules by which International Sailing Events shall be conducted. These Rules and Guidelines state the obligations, responsibilities and authority of competitors, race committees and other officials.

**Part 2 - Guidelines for the Organizing Authority:**

Areas of agreement between IFDS and the Organizing committee.

**Part 3 - Suggestions and Recommendations for Conduct of the Event:**

Guidelines for effective conduct of such events.

**Part 4 - Appendices:**

Definitions and information relating to classification, measurement, assistive devices, doping and sample documents.

**Additions to Part 1**

**6. Movement of the Crew Within the Boat**

- (d) *One crew member shall remain aft of the traveller. A 25mm taped black line shall indicate the extension of the traveller, the after edge of which shall be a projection of the after face of the moulded recess of the traveller. The taped line shall be added during measurement.*

**14. Time Limit on the Water**

**14.3**

- (a) *Time on the water is defined as the period from one hour prior to the first scheduled Warning Signal of the day, or as the period from the time that Answering Pennant (AP) ashore is lowered, whichever is later, until the return to the dock of any competitor who completed the last race sailed on any day.*
- (b) *Time on the water shall not normally exceed 6 hours and then only with the consent of the Technical Delegate if one has been appointed. Normally, this consent will be given only when wind, waves, temperature, and humidity are moderate.*
- (c) *Except with the consent of the Technical Delegate, time on the water shall be reduced to not more than five hours.*
  - (i) *When sustained winds exceed 18 knots or when sustained winds exceed 15knots and sea state can be described as 'difficult'. A good example of a 'difficult' sea state would be a short steep chop generated by wind against current in relatively shallow water.*
  - (ii) *When temperatures lower than 15oC or higher than 30oC with high relative humidity prevail.*
  - (iii) *On any day if the Time on Water exceeded 5.5 hours on the previous day.*
- (d) *A 20 minute break shall be provided for each class so that competitors may perform personal hygiene activities. This break shall occur either after the second race of the day or as soon after 4 hours on the water as possible, whichever is earlier. Competitors or their coaches are requested to inform the Race Committee (RC, Signal Boat) as soon as they are ready to resume racing.*
- (e) *Race and Mark Boat Officers are encouraged to observe competitors for apparent signs of physical distress and to consult with the sailors, their*

*coaches, event medical personnel or classifiers as these may be available.  
Race and Mark Boat Officers are also reminded that difficulty in thinking and  
reasoning logically is a classic symptom of hypothermia.*

*Note: A reasonable Time on the Water differs depending on the class being sailed.  
E.g. A sailor competing in a 2.4mR is likely to be at greater risk of hypothermia than one  
competing in a Sonar.*

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