

## **International Sailing Federation**

### **2003 QUESTIONNAIRE**

Name of Class?	International Tornado Association
Class Website?	<a href="http://www.tornado.tc">http://www.tornado.tc</a>
Contact Details (name, address, telephone, fax, email)	PRESIDENT: Michael Grandfield, PO Box 791, Oak Bluffs, MA 02557 USA. Tel: +1 508 696 6166 Fax: +1 508 696 6166 Email: <a href="mailto:pres@tornado.tc">pres@tornado.tc</a>
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	CHIEF MEASURERS: John Goldsmith, Australia. Greg Scace, North America. Juergen Tiemann, Europe.
Average price of complete new boat without sails?	£ 11,120
Name three builders (preferably one per continent) and quoted price for 2002/2003	BUILDER NAME: SailCenter of Sweden. PRICE: Euro 16,855.  BUILDER NAME: Collins Fibreglass Ltd, RSA. PRICE: N/A  BUILDER NAME: Boyer Catamarans, AUS. PRICE: N/A
Name National Association member countries paid up in 2002	ARG, ARM, AUS, AUT, BAH, BLR, BEL, BER, BRA, CAN, CAY, CHI, CRC, CZE, DEN, ESP, EST, FIJ, FIN, FRA, GER, GBR, GRE, HUN , IRE, ITA, JPN, KOR, LIE, MLT, MEX, NED, NZL, AHO, POL, POR, PUR, RUS, RSA, SWE, SUI, UKR, USA, ISV, ZIM
Name six Countries and number of members that represent the ISAF minimum criteria.	Germany - 277, United States - 52, France - 27, Austria - 47, Brazil - 31, Australia - 36
How many new boats were built in 2002?	38
How many boats were built over the past 5 years?	191

Approximately how many boats exist Worldwide?	4800
Name & nationality of World Champion(s)?	Darren Bundock / John Forbes Australia
<p>2002 World Championships</p> <p><b>Example of title,</b> <i>'Mistral One Design Men's World Championships.'</i></p> <p><i>If there is <b>more than one World Championship</b> please submit the details, copying this section of the questionnaire.</i></p>	<p>TITLE OF EVENT: EXACT SOFTWARE 2002 ISAF TORNADO WORLD CHAMPIONSHIP</p> <p>VENUE: Edgartown Yacht Club, Edgartown MA, USA</p> <p>No. OF ENTRIES: 57</p> <p>PARTICIPATING COUNTRIES: 20</p> <p>No. OF CONTINENTS REPRESENTED: 5</p> <p>No. OF RACES: 8</p> <p>No. OF NON ISAF JURY MEMBERS: 2</p> <p>NATIONALITY OF NON ISAF JURY MEMBERS: AUT, GBR, RUS, USA</p> <p>EVENT WEBSITE: <a href="http://www.aiclass-tornado-worlds2002.org">http://www.aiclass-tornado-worlds2002.org</a></p> <p>NAMES OF ISAF INTERNATIONAL JUDGES PRESENT: Manfred Piso (AUT), David Lees (GBR), Sergei Kuzovov (RUS).</p> <p>NAME OF PRINCIPAL RACE OFFICER: Paul Ulibarri</p> <p>NAME OF EVENT CHIEF MEASURER: Kevin Farrar</p>
Please give a short report of the World Championships	<p>1) QUALITY OF EVENT ORGANISATION? VERY GOOD. The Championship was very well run; with excellent shore volunteers and an outstanding race committee.</p> <p>2) VENUE SUITABILITY FOR FUTURE WORLDS?</p> <p>ASHORE: FAIR. Boat park facilities provided water, electricity, tents, and individual storage boxes (large enough for sails, gear, and tools) for each competitor. Also, the entire fleet could launch simultaneously, and had an easy sail to the race area. However, the boat park was on a beach, which is not as desirable as a lawn or paved area.</p> <p>AFLOAT: VERY GOOD. The coastal waters of Martha's Vineyard provide excellent racing with a challenging variety of wind and wave conditions. The racing area is completely free of any commercial or recreational power boat traffic.</p>

	<p>3) STANDARDS/ LEVEL OF RACING? VERY GOOD. The Championship completed 8 of 10 scheduled races in conditions that averaged over 13 knots.</p>
<p>Please state any recommendations for future World Championships</p>	<p>The 2002 World Championship was the first Championship sailed with the double-trapeze and asymmetric spinnaker rig. This presented additional work for the Measurer. The ITA recommends adding at least an additional ½ day of measurement time to the schedule.</p> <p>The effort made to assemble a great Race Management team was well spent. The ITA believes that careful qualification of the Principal Race Officer is the single most important effort in assembling the Race Management team. The ITA plans to continue this level of effort.</p> <p>The offset windward mark has now proven to be a key safety factor. There has not been a single collision incident between boats approaching the windward marks and those headed down wind. A simple and very effective addition to the Course.</p>