

ISAF Women's Match Racing World Championship
28 April - 4 May 2002, Calpe, Spain

A report from the ISAF Technical Delegate

Venue

The 2002 ISAF Women's Match Racing World Championship took place from 28 April – 4 May 2002, in Calpe, Spain. Calpe is a town in south eastern Spain midway between Valencia and Alicante. Calpe is easy to reach and is well connected by road, and air. Most competitors arrived by air to Alicante and were met at the airport by the host club and taken to Calpe.

The event was organised by the Club Nautico de Calpe on the Mediterranean Sea. All the Officials and competitors were accommodated at the Hotel Porto Calpe 2 minutes walk from the Club overlooking Calpe.

The boats were moored in the marina directly in front of the club. During the Championship technical support was provided by Paolo Boido, the Italian J/22 builder.

The accommodation at the Hotel Porto Calpe was of an excellent standard. Rooms were either double or twin and all had en-suite shower and bathroom facilities. Officials were each provided with their own rooms. Breakfast and dinner was available at the hotel.

Teams

There were 16 teams competing representing 7 nations drawn from the ISAF Women's Match Race Ranking list.

The registration procedure went smoothly and all team members were weighed on scales provided by a sponsor.

Organising Committee

Event Director: Gustavo Benavant

Principle Race Officer: Ewan McEwan

Race Officers: Evaristo Cabanell, Pablo Braquehais, Pablo Trenor, David Maria

Equipment

The boats chosen for the Championship were provided by the Club. For this event there were 9 International J/22s, 6 of which are owned by the Club and the other 3 were part of the fleet for the ISAF World Games, this gave the event an all important spare boat. The boats were equalised by Paolo at the beginning of the week and were checked each day and although there were some doubts about the equality of the boats, statistical analysis proved that the boats were of an acceptably equal performance. Boats were assigned on a daily basis by Skippers drawing hull numbers from a hat. Ewan McEwan conducted the

daily briefing, which was attended by competitors, umpires and race management. The briefing kept everyone informed about plans for the day, the weather forecast and any other details that needed attention. No major damage was caused to any of the boats though there were a number of breakdowns especially on the windier of the days. The efficiency and smooth operation of the Race Management team meant that any changeovers required due to gear failure had minimal impact on the race schedule.

Recommendation

The J/22s used were of a very good standard and are seen as very good boats for Women's Match Racing. The J/22 should be recommended by ISAF as a suitable boat for Women's Match Racing. It is of vital importance that a spare boat be provided at future ISAF Match Racing World Championships (whether Open or Women's) and this should be made clear in the Championship Hosting Criteria.

Sailing Instructions

The sailing instructions were written by the organisers and edited by the Chief Umpire and Technical Delegate a number of months before the event. For future Championships a set of Standard Sailing Instructions should be produced incorporating all the issues raised at this event so that along with the Notice of Race the Sailing Instructions are available well in advance.

Recommendation

A set of Standard Sailing Instructions should be produced incorporating all the issues raised at this event so that along with the Notice of Race the Sailing Instructions are available well in advance.

Courses and Format

The racecourse was set up in the middle of Calpe Bay. The course configuration was the usual Match Race windward leeway with marks left to starboard finishing downwind. Using 4 flights of boats the race management team aimed to run 120 races, or 30 flights in a full round robin as stage 1. Stage 1 was split into 3 phases. The first phase was to split the 16 teams into two groups using the 1, 4, 4, 8... and 2, 3, 6, 7... system and for the first 14 flights use the ISAF pairing list. After flight 14 we had the option of either a second round robin using the 2 groups or press on with the full round robin (the full RR was the preferred option). It was decided that after Phase I we would press on with the full Round Robin and so entered Phase II & III. Phase II covered flights 15-22 and Phase III covered flights 23-30. Phase II was all the matches not covered in Phase I & III and was the most difficult part as there were a large number of crew changeovers. Phase III was divided into two parts, flights 23-26 and 27-30. 23-26 were all the matches ranked 1-8 and 27-30 all the matches between those ranked 9-16. This system though it looks complex was a very easy system and worked well. It gave maximum flexibility and should be used at future events where applicable. Due to the number of competitors the Race Management Team aimed to hold 8-10 flights a day which meant running a flight every 30-40 minutes, a very achievable target. This was a big task for the week and meant long days on the water for competitors and umpires alike. From the competitors point of view this was seen as an

acceptable program, as they agreed they preferred to do as much racing as possible even if it meant a long and gruelling schedule. After this stage a quarter final round for those in places 1-8 and a consolation round for 9-16 was planned followed by semi-finals and then by finals.

A ninety foot ketch was made available through the club which acted as a mother ship. This was an excellent solution to the crew change over issue and enabled competitors to watch the racing. The ketch left the dock each day about 1 hour after the racing boats left the dock and returned when no more changeovers were required.

Recommendation

It is recommended for the next championship, if possible, to use the format developed in Calpe in order to give maximum flexibility to the RC. A solution for crew changeovers should be in place well in advance of the event being held.

Excellent race management was provided by the club under the guidance of Ewan McEwan. Evaristo Cabanell ran the Race Committee boat and organised the Course laying and Ewan advised on the overall running of the racing. It was a unique set-up with Ewan being part of the Umpire Team and acting as PRO. The relationship worked well and resulted in a smoothly run event. Ewan's close relationship with the Club only acted to improve the event and many thanks are extended to Ewan for all his hard work over the past few years in connection with the clubs Grade 1 event and this World Championship.

Umpire Team

The Umpire Team consisted of the following members:

Jan Stages (DEN) Chief Umpire
Sally Burnett (GBR) Deputy Chief Umpire
Ewan McEwan (GBR)
Barbara Farquhar (USA)
Luca Babini (ITA)
Soren Krause (DEN)
Charlotte Greppe (SWE)
Rafael Iturrioz (ESP)
Maria Torrijo (ESP)
Laura German (ESP)

The Umpire team was appointed by ISAF in conjunction with the organisers. The Umpire Team went afloat in RIBs provided by the organising committee. There were 4 RIBs available throughout the event. The RIBs were adequate for the job though as usual with a mix of different craft there were idiosyncrasies that came with each boat.

An International Jury was formed from the Umpire team with Sally Burnett as Chair in order to hear redress and other protest issues.

Recommendation

For future events it is recommended that the number of Umpires used should be equal to the number of boats used for racing plus two. (i.e. 10 Umpires if 8 boats are used). Umpires should also be warned before accepting the position of event Umpire that due to the nature of the event and the large number of entries that the event is a very long and tough event to officiate at. Most Umpires were afloat for between 6 and 8 hours a day. It is imperative that toilet facilities are made available afloat for competitors and Umpires so that minimal breaks in the schedule are made. 4 Umpire RIBs with centre console steering should be provided with a length of approximately 5 meters and enough power to be able to go faster than the boats used for the event in the conditions expected. There should also be a system in place in order to fix any mechanical problems immediately.

Media

The organisers ran an Event Website, which gave up to date results and news. Local press coverage was good with daily news and pictures. Canal 9 were one of the event sponsors and produced TV footage of the event.

Recommendation

An Event Website is an imperative part of any ISAF World Championship and has to be undertaken by the Organising Club with a commitment and facility to update the site as the event unfolds. Computer and data line facilities should be made available for media and competitor use.

Weather

The weather conditions during this championship were warm with a good mix of wind conditions. It was felt that the dates of future championships should be decided in conjunction with the organisers so that the Championship would be held at a time of year that would be most likely to have the best potential conditions.

Recommendation

For future events when considering a venue the host nation should supply the times of the year that they feel the weather conditions would be most ideal for the Championship. If it is felt that the Championship should be held during a certain time period (i.e. August) then a venue should be found that is suitable for those times and any venue that doesn't have ideal conditions for the required times should not be considered.

Opening and Closing Ceremonies

The opening ceremony took place in the cultural centre in Calpe. A number of local dignitaries were in attendance who each made a short speeches. The Championship was declared open by the Technical Delegate.

At the prize giving Ewan McEwan spoke on behalf of ISAF and thanked the organisers for the tremendously successful event. A number of local dignitaries attended the prize giving: Eduardo Zaplana, Comunidad Valenciana's President
Javier Morató, Major of Calpe

Salvador Mir Pallardó, Club Nautico Calpe's President
Gerardo Pombo, Spanish sailing federation's President
Francisco Alvarez, Valencian Sailing Federation's President
Ewan closed the championship by lowering the flag and handing it to the representative from Sweden who will be hosting the 2003 championship.

Social Programme

An excellent three course meal was provided each evening along with fine Spanish wine, and this made for a relaxed and friendly atmosphere where crews could share their highs and lows of the day. Lunches were also provided for competitors and Umpires to take out on the water. After the closing ceremony a final social was held at the sailing Club.

Recommendation

It is recommended that future organisers should look into organising activities for the sailors in the evenings though this does depend greatly upon the venue selected and the expected times of racing.

Sponsorship

The Championship was supported by the following sponsors:

Ayuntamiento de Calpe (main sponsor)
Costa Blanca
El Mundo
Canal 9
Generalidad Valenciana
Rockport
Real Federación Española de Vela
Federación Valenciana de Vela

Summary

The 2002 ISAF Women's Match Racing World Championship was a great success and from feedback from the competitors they urge ISAF to continue to hold the event annually. The organisers put a massive effort into making the event a success and the warm welcome extended to everybody will make this a memorable event. The Club Nautico de Calpe should be encouraged to make bids for other ISAF Events and recommended to other ISAF family members as a well organised and hard working club from which excellent regattas can be hosted.

Appendix A

2002 Medallists

Gold

Liz Baylis (USA)
Stacie Straw
Karina Vogen Shelton
Aimee Hess

Silver

Marie Bjorling (SWE)

Bronze

Anne Le Helley (FRA)
4 Cordelia Eglin (GBR)
5 Dawn Riley (USA)
6 Nina B. Petersen (DEN)
7 Sabrina Gurioli (ITA)
8 Lotte Meldgaard (DEN)
9 Sandy Grosvenor (USA)
10 Giulia Conti (ITA)
11 Mar Castanedo (ESP)
12 Malin Milbourn (SWE)
13 Claire Leroy (FRA)
14 Ines Montefusco (ITA)
15 Gwen Joulie (FRA)
16 Christelle Phillippe (FRA)