

Events Committee Minutes



The Events Committee met at 09:30 – 18:00 hours at the Scandic Hotel, Copenhagen, Denmark on Friday 10 May 2013

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Present:

Pablo Masseroni – Chairman	Sari Multala
Riccardo Simoneschi – Vice Chairman	Takao Otani
Chris Atkins – Vice President	Stefam Rahm
Gary Bodie	Pedro Rodrigues
Tomasz Chamera	Corinne Rolland-McKenzie
Guillaume Chiellino	Cory Sertl
Jan Dawson	Nadine Stegenwalner
Kamen Fillyov	Adrian Stoggall
Nelson Ilha	Wearn Haw Tan
Oleg Ilyin	Sylvia Vogl
Sarah Kenny	George Wossala
Fiona Kidd	Zvi Ziblat

Apologies received:

Alejandro Abascal Garcia
Carolijn Brouwer
Alfredo Ricci

1. Welcome & Introduction

The Chairman opened the meeting and welcomed new members attending their first Events Committee meeting to Copenhagen, Denmark.

A minute silence was observed by the Events Committee as a mark of respect for the tragic loss of Andrew (Bart) Simpson. ISAF would like to extend their deepest condolences with Andrew's wife, family, friends and team mates.

The ISAF President addressed the Events Committee and gave the following guidance:

IOC feedback and guidance: Sailing's inclusion in the 2020 Olympics has been confirmed by IOC, but the IOC's strong guidance is that we shouldn't keep changing Events or Equipment. The Executive is looking to bring forward in November 2013 a submission to retain all 2016

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Events and Equipment in 2020.

Kiteboarding is an exciting new branch of our sport. It is a separate discipline and community, and offers sailing a good chance of an 11th Medal. ISAF should unite behind a campaign for kiteboarding as an 11th Medal.

ISAF needs to increase revenues into sailing, and make ISAF events more marketable sports properties. The Sailing World Cup could be such a property, but is not satisfactory at the moment - it has finished by April, and there is no winner. The Executive, in conjunction with Vice Chairman Riccardo Simoneschi, is as a 2013 priority addressing the Sailing World Cup.

2. Minutes of the Previous Meeting

(a) Minutes

The Committee noted the minutes of the Events Committee meeting of 7 November 2012. The minutes can be downloaded at www.sailing.org/meetings.

(b) Minutes Matters Arising

There were no other matters arising not covered elsewhere on this agenda consider any matters arising not covered elsewhere on this agenda.

3. Conflicts of Interest & introduction of each member of the Events Committee

The Chairman of the Event's Committee went through the current list of "Statements of Interest" which were noted by the Committee. It was agreed any members with any specific and current class interest should not vote on matters that directly affect their class. It was also noted Carolijn Brouwer is now a Member of SCA for the VOR 2014-2015.

4. Executive Committee Update

The Events Committee noted the minutes of the Executive Committee meeting held in February. The ISAF Head of Competitions reported that the following working parties had been created by the Executive Committee:

Sailing World Cup – Steering Group

A representative from each of the Sailing World Cup events;

A Race Officials representative chosen by the Chairman of the Race Officials Committee (Adrian Stoggall);

A representative of the Events Committee: Ricarrdo Simoneschi (ITA);

A representative from an MNA;

Antonio González de la Madrid – ISAF Sailing World Cup Manager;

Jim Capron (USA) – Documentation;

Sailing World Cup – Management Team

Ricarrdo Simoneschi (ITA) – Events Committee;

Chris Atkins (GBR) – Vice-President;

Alastair Fox – ISAF Head of Competitions;

Antonio González de la Madrid – ISAF Sailing World Cup Manager;

IOC Youth Olympic Games 2014 – Working Party

Cory Sertl (USA)(Chair)

Marina Psychogiou (GRE)

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Pablo Masseroni (ARG)

Bruno De Wannemaeker (BEL)

Fiona Kidd (CAN)

This Working Party will continue their work for 6 months after the Youth Olympic Games has ended in order to make sure recommendations and decisions for the 2018 Youth Olympic Games can be made.

Olympic sailing Competition 2016 – Management Team

Bernard Bonneau (FRA) – Chairman Racing Rules Committee;

Jan Stage (DEN) – Chairman Race Officials Committee;

Kim Andersen (DEN) – Chairman Equipment Committee;

Pablo Masseroni (ARG) – Chairman Events Committee;

Scott Perry (URU) – Vice-President and Technical Delegate;

Chris Atkins (GBR) – Vice-President;

George Andreadis (GRE) – Vice-President;

Alastair Fox – ISAF Head of Competitions and Technical Delegate (Chair)

5. 2016 Olympic Sailing Competition

(a) The Committee received a report from the ISAF Head of Competitions on the 2016 Olympic Sailing Competition.

i) The Committee received a progress report on the format for the 2016 Olympic Sailing Competition.

It was reported that the first format site visit to Rio had taken place in March and that good progress was being made by the Rio 2016 organising committee. The redevelopment of the Marina da Gloria is scheduled to begin in August. There are currently two main issues for MNAs - importing and exporting equipment into Brazil and access to training venues. The Rio 2016 organising committee is working with the Brazilian government to resolve the import and export issues while ISAF is working with the Brazilian MNA to resolve the training venue issues. There will be two test events, one in August 2014 and one in August 2015. The venue for the 2014 test event will depend on the timing of the redevelopment of the Marina da Gloria. The next visit to Rio is scheduled for October.

The format for the Rio 2016 Olympic Sailing Competition was discussed at length by the Events Committee and it was agreed that the Format Working Party should prepare a final report for the 2013 ISAF Annual Conference. Comments from the Events Committee members, feedback from the format trials at the ISAF Sailing World Cup events and feedback from the Olympic Classes, coaches and sailors should be further reviewed by the Format Working Party. It was agreed that final recommendation on the Rio 2016 format should be made to the ISAF Council at the 2013 ISAF Annual Conference. (See attached Appendix)

ii) The Committee reviewed the Qualification system & Quotas for Rio 2016. It was agreed the final recommendations would be made at the 2013 November Annual Conference. (See attached Appendix)

iii) Submission M07-13

The Committee considered submission M07-13 from the International 470 Class Association about the Olympic Qualification System - Events Nation Quotas for the

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2016 Olympic Sailing Competition.

Recommendation to Council: Reject

The Events Committee recommends that the Olympic Classes Sub-committee provides data from the Olympic Classes to the Events Committee Quota and Qualifications and Working Party. The Working Party should then prepare final recommendations for the Events Committee meeting in November 2013.

Vote: 20 in favour, 2 abstain, 0 against

6. 2020 Olympic Sailing Competition

- (a) The Committee received a progress report from the ISAF Head of Competitions. The Chief Executive Officer and the ISAF Head of Competitions attended site visits to Tokyo and Istanbul. It had not been necessary to attend a site visit for Valencia as the ISAF Head of Competitions was familiar with the sailing venue. The ISAF Head of Competitions stressed the importance of finalising the 2020 Olympic format and schedule as early as possible so that the organising committee to start to plan for the sailing competition and soon as possible. (See attached Appendix)
- (b) Deferred Submission 085-12
Submission 085-12 which will be on the agenda for 2013 Annual November Conference from the Swedish Sailing Federation to reduce the costs for Olympic Sailing Campaigns was noted. It was suggested to form a Working Party to look into this and write another submission so this submission can be withdrawn in November by the Swedish Federation.

Vote: 20 in favour, 3 abstain, 0 against

7. 2014 Youth Olympic Games

- (a) The Committee received a progress report from the ISAF Head of Competitions. . It was reported that Continental Qualification Events had been finalised by the Techno 293 Class and that the Byte CII Class was currently finalising the venues and dates for their qualification events. It was noted that the Byte CII Class currently had no plans for an event in Africa but that African sailors would be able to qualify at the European Continental Qualification Event as well as at the World Qualification Event. It was noted that ISAF Head of Competitions had visited Nanjing in April and that the venue would be completed by the end of 2013. It was also noted that ISAF had requested a small test event in August 2014 to make sure that the proposed format would be a success during the 2014 Youth Olympic Games. (See attached Appendix)

8. 2014 ISAF Sailing World Championships

- (a) The Committee received a progress report from the ISAF Head of Competitions. It was reported that the new President of the RFEV had appointed a new management team for the Santander 2014 ISAF Worlds and that as a result a great deal of work needed to be done to ensure a successful championships in 2014. There are still concerns over the financial situation in Spain but the ISAH Head of Competitions reported that the venue redevelopment was well under way. The new Santander 2014 management team has proposed that the dates of the Championships should be moved to 8-21 September (from 3-14 September) for logistical and financial reasons. However this change in the dates had caused a potential clash with the 2014 Asian Games. The ISAF Head of Competitions reported that he was discussing the dates with both the Santander 2014 event organisers and the Technical Delegate for the 2014 Asian Games. It was noted that the plans for the appointment of the Host Broadcaster were well underway and that

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the Notice of Race for the Test Event has been published. (See attached Appendix)

9. 2018 ISAF Sailing World Championships Bid process

- (a) The Committee received a progress report from the Head of the ISAF Competitions Department on the 2018 ISAF Sailing World Championships Bid process
- (b) The Events Committee reviewed the quotas for the 2018 ISAF Worlds. It was noted the Olympic Classes did not want to change the numbers. (See attached Appendix)

Recommendation to Council:

The Events Committee recommends the following quotas to be approved for the 2018 ISAF World Championships:

<i>RS:X Men</i>	<i>90</i>
<i>RS:X Women</i>	<i>60</i>
<i>Laser</i>	<i>120</i>
<i>Laser Radial</i>	<i>90</i>
<i>Finn</i>	<i>60</i>
<i>470 Men</i>	<i>80</i>
<i>470 Women</i>	<i>50</i>
<i>49er</i>	<i>60</i>
<i>49erFX</i>	<i>50</i>
<i>Multihull</i>	<i>50</i>
<i>Total Boats</i>	<i>710</i>
<i>Total Athletes</i>	<i>1,000</i>

Vote: 17 in favour, 0 abstain, 4 against

10. ISAF Sailing World Cup

- (a) The Committee receive a report from the ISAF Sailing World Cup Manager and the Vice-Chairman of the Events Committee on the 2013 ISAF Sailing World Cup.

The Vice-President & Vice-Chairman asked each member of the Events Committee to sum up the Sailing World Cup in one short sentence. Following the comments a general statement was prepared: 'The ISAF Sailing World Cup should be a self-sustaining elite circuit that is relevant to sailors, sponsors and the media.'

The Chairman asked Chris Atkins, Vice-President to note all of these points raised and forward the feedback to the ISAF Executive Committee;

It was agreed that the ISAF Sailing World Cup Manager should publish the Notice of Race for the Qingdao ISAF Sailing World Cup event as soon as possible and that the format and Sailing Instructions for Qingdao should be finalised by the ISAF Sailing World Cup Management Team. (See attached Appendix)

11. 2013 ISAF Youth Worlds

- (a) The Committee receive a progress report from the Chairman of the Youth Worlds Subcommittee on the 2013 ISAF Youth Worlds. (See attached Appendix)

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12. ISAF Events

- (a) Submission M08-13

The Committee considered submission 070-12 from the International Kiteboarding Association about ISAF events – include Kiteboarding in ISAF events.

Recommendation to Council: Defer

The Events Committee recommends that the IKA liases further with the Events Committee to come back with clear recommendations for the 2013 ISAF Annual Conference.

Vote: 18 in favour, 2 abstain, 1 against

13. Supplied equipment at ISAF Events

- (a) The Committee received a report from the ISAF Head of Competitions and the ISAF Head of Technical & Offshore on supplied equipment at the Olympic Games and Youth Olympic Games. (See attached Appendix)

- i) Laser / Laser Radial
- ii) RS X
- iii) Nacra 17
- iv) Byte CII
- v) Techno 293

The Events Committee agreed that the Equipment Committee should discuss the issue of supplied equipment, including the Nacra 17, at their next meeting and then make recommendations to Council.

- (b) The Committee received a report from the ISAF Head of Competitions and the ISAF Sailing World Cup Manager on supplied equipment at ISAF events. (See attached Appendix)

- i) ISAF Sailing World Championships – Laser / Laser Radial

The ISAF Head of Competitions also stated that at the Santander 2014 ISAF Sailing World Championships the Laser and Laser Radial would not be supplied equipment and that competitors would be required to bring their own equipment. It was noted that there would be some Lasers and Laser Radials available for charter.

- ii) ISAF Youth Sailing World Championships

The Chair of the Youth Worlds Sub-committee explained the issues that the ISAF Secretariat is having with long term agreements with the manufactures. Sirena Voile is keen to sign an agreement for four years but ISAF's decision of selecting Hobie 16 for Malaysia is preventing the ISAF Secretariat to sign the contract. The Events Committee agreed that this is a contractual issue and that it should be resolved by the ISAF Secretariat and the ISAF Executive Committee.

14. ISAF Classes World Championships (Did not have time to discuss)

- (a) The Committee received a written report from the Events Administrator on ISAF Class World Championships in 2012 and associated reports from ISAF Classes. (See attached Appendix)

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15. New Rankings system

- (a) The Committee received a written progress report from the ISAF Head of Competitions and the Chairman of the Sub-committee on the new ranking system. Following the implementation of the new ranking system there has been some feedback that will be reviewed by the Sub-committee. A report will be produced for the 2013 ISAF Annual Conference.

16. Team Racing 2013 - 2016

- (a) The Committee received a report from the Chairman of the ISAF Team Racing Sub-committee on the outlook of Team Racing from 2013 – 2016. (See attached Appendix)

17. Sports Presentation

- (a) The Committee received a report from the Communications Manager regarding Communications and sports presentation matters not covered elsewhere in this agenda. (See attached Appendix)

18. Workshops (Output to Olympic Commission review report)

The following people worked together in groups below:

- (a) Youth – ISAF Youth Worlds & Youth Olympic Games
Cory Sertl, Pablo Masseroni, Pedro Rodrigues, Takao Otani, Tomasz Chamera & Fiona Kidd
- (b) Events Calendar, Sports Presentation & World Championships
Jan Dawson, Oleg Ilyin, Corinne Rolland-McKenzie, Sari Multala, & Wearn Haw Tan
- (c) ISAF Sailing World Cup
Riccardo Simoneschi, Sarah Kenny, Guillaume Chiellinio, Stefam Rahm & Kamen Fillyov
- (d) Olympic Games - Formats, Quotas, Qualification, Events, Costs
Gary Bodie, Nelson Ilha, Sylvia Vogl, Adrian Stoggall, Zvi Ziblat, George Wossala & Nadine Stegenwalner

19. Working Parties & Working Groups

- (a) The Committee will receive a list of Working Parties and Working groups shortly. (This list will be circulated separately when it has been finalized).

20. Any other Business

There being no further business, the meeting was closed



Rio 2016 Olympic Sailing Competition Event Format Review

1. Background Information – 2012 ISAF Annual Conference Decisions

- 1.1 At the Events Committee meeting the Committee received and discussed the Review of the 2012 Olympic Sailing Competition. Events Committee minutes 6(b): ***The Events Committee agreed to adopt the recommendations of the Review and agreed that ISAF, and the Technical Delegates in particular, work as appropriate to implement the various recommendations contained to further enhance the Olympic Sailing Competition. With the success of the live spectator facility at Weymouth, the committee agreed that particular focus for 2016 should be placed on improving the quality of the worldwide television coverage for the remote viewer.***
- 1.2 At the Council meeting the Review of the 2012 Olympic Sailing Competition was discussed. Council minutes 18(f)(i): ***Council approved the recommendation of the Events Committee to adopt the recommendations of the Review and that ISAF, and the Technical Delegate in particular, work as appropriate to implement the various recommendations contained to further enhance the Olympic Sailing Competition.***
- 1.3 In addition to the Review of the 2012 Olympic Sailing Competition the Events Committee Format Working Party prepared its final report for the Events Committee and Council. The Working Party consisted of: Carolijn Brouwer (Chair), Chris Atkins, Phil Jones, Fiona Kidd, Marcelien de Koning (Athletes Commission), Georg Fundak (Coaches Commission).
- 1.4 Events Committee Minutes: 7(f) ***The Committee received the final report and recommendations from the Format Working Party. The Committee approved sections A, B & C of the report, and agreed that final recommendations on the specific formats for each Event should be made in November 2013 after the Olympic Classes have had the opportunity to trial their preferred formats during 2013. It was agreed that fleet quotas should be finally agreed in 2013, as the Olympic Events still have to be finally confirmed at this Conference, but that the revised numbers shown in section D should be used as the basis of current planning by ISAF and ROCOG, and by other Working Parties, when considering their recommendations.***
- 1.5 Council Minutes: 11(a) Format and Continental Quotas. ***The proposed format was specified in the supporting paper. Individual Event format, fleet sizes and continental quotas will be decided in 2013.***

2. Format and Competition Schedule Update – 2013 ISAF Mid-Year Meeting

- 2.1 As per the Review of the 2012 Olympic Sailing Competition and the Format Working Party Report the following format and competition schedule is being developed for Rio 2016:
- 2.2 A 9 day overall competition schedule (with an additional reserve day for the final Medal Races). A 3 day opening series format for all Events and 1 day for the Medal Race formats.
- 2.3 4 course areas (with a 5th course area available for training and as a reserve course area).
- 2.4 As contingency for variable winds and short daylight hours, 2 reserve days for each Event before the Medal Race day – the exact number of reserve days required for each event will be reviewed by ISAF and Rio 2016.
- 2.5 The exact format of the Medal Race days for each Event is still to be decided and options are currently being evaluated at ISAF Sailing World Cup events and at Class events.
- 2.6 The scoring system for each Event is also still to be decided and options are also being evaluated at ISAF Sailing World Cup events and at Class events. Evaluation and feedback

received so far has shown an overwhelming preference for opening series scoring to be carried through to the final day.

3. Rio 2016 Format Summary & Recommendations

3.1 The table below summaries the decisions made at the 2012 ISAF Annual Conference.

FORMAT	Opening Series			Medal Races		
	Event	Days	Races	Target Time	Days	Races
Windsurfer M & W	3	9*	20-25*	1	TBC	TBC
1 Person Dinghy M & W	3	6	50	1	TBC	TBC
1 Person Dinghy (Heavy)	3	6	50	1	TBC	TBC
2 Person Dinghy M & W	3	6	50	1	TBC	TBC
Skiff M & W	3	9*	30*	1	TBC	TBC
Mixed Multihull	3	9*	30*	1	TBC	TBC

* See 3.1

3.1 Recommendation 1:

* It is proposed that the number of races in the opening series for the Windsurfer, Skiff and Multihull events is 9 and that the target time for those races is 30 minutes.

3.2 Recommendation 2:

The Format Working Party should review the feedback from the format trials carried out at the 2013 ISAF Sailing World Cup events and at the 2013 Olympic Class events and prepare final recommendations on the Medal Race formats and scoring system for the 2013 ISAF Annual Conference.

4. Rio 2016 – draft competition schedule

4.1 The draft competition schedule below has been adapted from the Format Working Party Report following initial discussions with Rio 2016.

4.2 Day 1-5

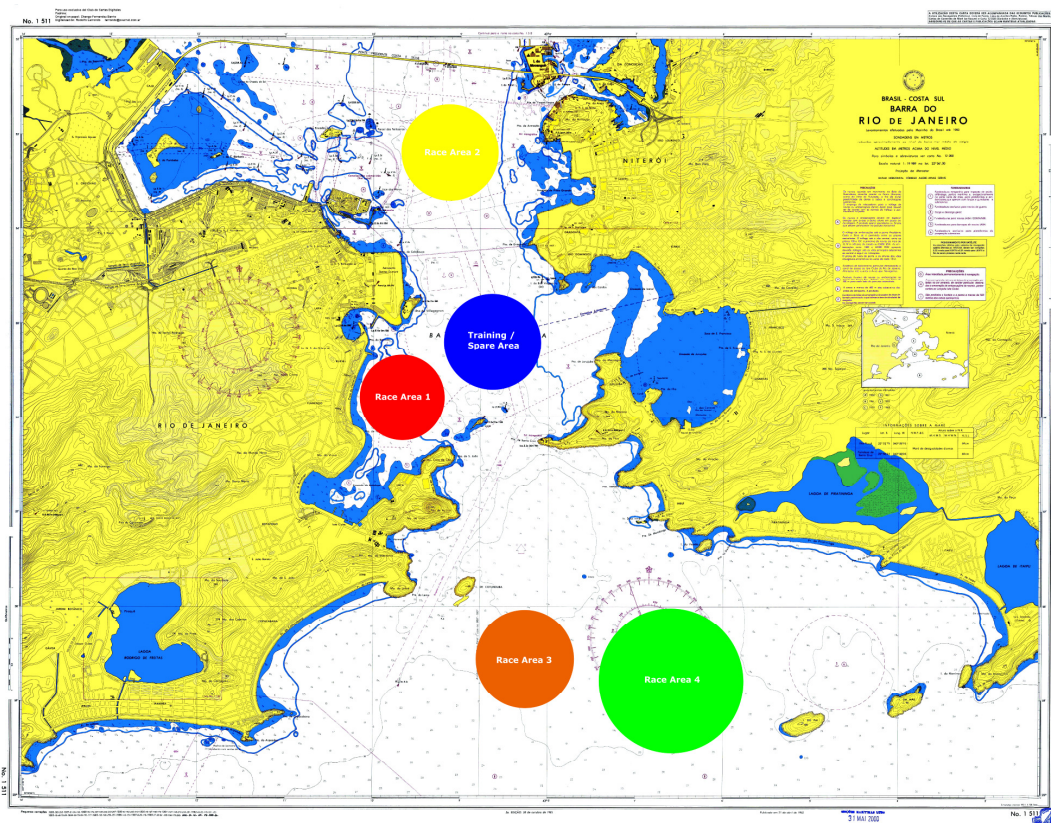
Course	Day 1	Day 2	Day 3	Day 4	Day 5
Medal	Nacra / RS X (1)	Nacra / RS X (2)	Skiff (2)	Nacra / RS X (3)	Skiff (3)
Inner		Skiff (1)	Laser (1)	Laser (2)	
Outer 1				Finn (1)	Finn (2)
Outer 2				470 (1)	470 (2)
Reserve Days			Nacra / RS X	Skiff	Laser / Nacra / RS X

4.3 Day 6-9

Course	Day 6	Day 7	Day 8	Day 9	Day 10
Medal	Nacra / RS X (M)	Skiff (M)	Laser (M)	Finn (M) / 470 (M)	
Inner	Laser (3)				
Outer 1		Finn (3)			
Outer 2		470 (3)			
Reserve Days	Finn / 470 / Skiff	Laser	Finn / 470		
Reserve Medal Race Day		Nacra / RS X	Skiff	Laser	Finn / 470

5. Rio 2016 – draft course areas

5.1 The draft course areas below have been adapted from the Format Working Party Report following initial discussions with Rio 2016.



5.2 Race Area 1 – Medal Race Course; Race Area 2 – Inner Race Course, Race Area 3 & 4 – Offshore Courses, Training / Spare Area.

Alastair Fox

ISAF Head of Competitions



Rio 2016 Olympic Sailing Competiton Qualification & Quotas

1. Qualification System

- 1.1 The Qualification System principles for the Rio 2016 Games will be approved by the IOC Executive Board in August 2013, at the same time as the programme of disciplines, events, and quotas is confirmed.
- 1.2 The qualification systems for Rio 2016 will have a much more comprehensive template, with key terminology defined by the IOC to ensure a better consistency and understanding of the various qualification systems. The IOC will schedule meetings and calls with all IFs to finalize the wording of each QS by the end of December 2012 (or earlier, for those IFs who already have criteria ready), for final submission to the IOC Executive Board in February 2014.
- 1.3 The IOC is actively reviewing the feedback of the IFs following the London 2012 Olympic Games and of particular relevance for ISAF is the area of the Tripartite Commission.

2. Quotas

- 2.1 See the separate CM papers prepared by the Qualification and Quotas Working Party.

3. Recommendations

- 3.1 The Events Committee Qualification and Quotas Working Party and the ISAF Head of Competitions should review the IOC Rio 2016 Qualification Principles and prepare a draft qualification system for approval at the 2013 ISAF Annual Conference.
- 3.2 The draft qualification system for the 2013 ISAF Annual Conference will include final recommendations on the Olympic fleet quotas, qualification events, qualification event quotas, Unused Quota Places and the Tripartite Commission Places.

Alastair Fox

ISAF Head of Competitions

2020 Olympic Events & Equipment ***A Proposal from the Executive***

Proposal

1. There should be no change to 2016 Olympic Events and Equipment for 2020.
2. An 11th Medal in 2020 should be sought from IOC for Kite-boarding.
3. The Olympic Classes contract is enhanced to give ISAF an appropriate level of control and authority over the continued availability of fair Olympic equipment.

Notes

- i. A submission to this effect would be proposed by the Executive in November 2013.*
- ii. Evolution of existing Olympic equipment would be permitted, but only at the request of, and with the approval of ISAF.*
- iii. As currently, this decision would be able to be changed in extra-ordinary circumstances with a 75% vote of Council.*

Reasons

1. The existing Events and Equipment are providing a good and exciting representation of our sport, and support a wide diversity of athlete physiques and sailor skills. There is no clear benefit to any change.
2. Change in Olympic Events and Equipment is disruptive and expensive to ISAF, MNAs and sailors, and reduces the appeal of the sport to sponsors.
3. Change in Olympic Equipment renders obsolete existing MNA (and parent) investment in the previous Equipment. The prospect of Equipment change can only reduce MNA and parent investment in Olympic Equipment.
4. Young sailors cannot chart with confidence their route to Olympic participation. It is widely agreed that Olympic sailing success is typically at least an 8-year campaign.
5. The IOC has advised that our uncertainty over Olympic Events and Equipment is a significant negative to our status as an Olympic sport (some say the biggest negative). The recent issue over Boards brought this to greater attention.
6. The uncertainty through the possibility of change holds the sport back elsewhere. Regatta planning for 2017-2020 (such as the Sailing World Cup and ISAF Worlds, and liaison with the 2020 OCOG) is made more difficult, leading to problems at events. At the Olympics, this ranges from major challenges such as field-of-play planning and resourcing to specific issues such as camera mountings.
7. Greater certainty of Olympic Events and Equipment will give the ISAF Youth Worlds the time to reflect Olympic pathways rather than always being "one step behind".
8. Greater certainty of Olympic Equipment will allow ISAF to work more closely with Olympic Classes, from control over equipment rules and manufacture quality to sports promotion and developing young sailors in emerging parts of the world. Currently a significant proportion of these classes' time and money is spent campaigning for retention of Olympic status. Olympic certainty would allow them instead to focus fully on improving their equipment, and growing their participation, in partnership with ISAF.
9. In return, the Olympic Classes Contract would be strengthened to ensure that ISAF has appropriate authority and control over the global availability, and manufacturing quality, of all Olympic equipment. With the current diversity of Olympic equipment supply models, this may require different arrangements for each class.
10. ISAF Council and Committees spend a lot of time every 4 years on this question, leaving insufficient time and focus on the challenge of continuing to broaden and improve the appeal of the sport. More time could be spent on such non-Olympic matters.
11. If ISAF is to benefit from eliminating this uncertainty, then the earlier the decision is made the greater the benefit.



2014 Nanjing Youth Olympic Games

1. Venue

Lake Jinniu – approximately 45 minutes from the Athlete’s Village.



Construction of the venue is well under way and is due to completed at the end of 2013.

2. Schedule

The schedule for the 4 sailing events (1 person Dinghy men and women, windsurfer men and women) has been finalised.

Day	-4	-3	-2	-1	0	1	2	3
Date	12-Aug	13-Aug	14-Aug	15-Aug	16-Aug	17-Aug	18-Aug	19-Aug
Sailing				T	T	T	R	R
Official						OC		

Day	4	5	6	7	8	9	10	11	12
Date	20-Aug	21-Aug	22-Aug	23-Aug	24-Aug	25-Aug	26-Aug	27-Aug	28-Aug
Sailing	R	Re	R	M	Re				
Official		CEP			CEP	CEP	CEP	CEP	CC

T	Training
R	Racing
Re	Reserve
M	Medal Race
CEP	Culture & Education Programme
OC / CC	Opening / Closing Ceremony

3. Format

Fleet racing, slalom racing and long distance racing will all be included in the schedule. Target times will be short to allow for a greater number of races. The final format will be finalised by the Youth Olympic Games Working Party in August 2013 following a small test event at Lake Jinniu. The final day / medal race format will also be reviewed by the Youth Olympic Games Working Party.

4. Qualification Events

4.1 ISAF has approved the following qualification events for the Techno 293 Class

- (a) Windsurfer World Qualification event:
 - i) Techno 293 World Championships, Sopot, POL (27 July – 3 August 2013)
- (b) Windsurfer Continental Qualification events:
 - i) Africa – Port Yasmine, TUN (26 August – 1 September 2013)
 - ii) Asia – Singapore, SIN (22 – 26 January 2014)
 - iii) Oceania – Auckland, NZL (14 – 16 February 2014)
 - iv) North America & Caribbean – Cozumel, MEX (20 – 23 February 2014)
 - v) Central & South America – Mendoza, ARG (25 – 29 March 2014)
 - vi) Europe – Garda, ITA (20 – 27 April 2014)

4.2 ISAF has approved the following qualification event for the Byte CII Class:

- (a) 1 person Dinghy World Qualification event:
 - i) Byte CII 2013 World Championships – Newport, USA (24 – 28 August 2013)
- (b) The provisional 1 person Dinghy Continental Qualification events are:
 - i) Africa – Riva, ITA (21-27 April 2014) TBC
 - ii) Asia – Langkawi, MAS (9-14 February 2014)
 - iii) Oceania – Sydney, AUS (April 2014) TBC
 - iv) North America & Caribbean – Florida, USA (27 February-2 March) TBC
 - v) Central & South America – Sao Paolo, BRA (1-4 March 2014) TBC
 - vi) Europe – Riva, ITA (21-27 April 2014) TBC

5. Qualification System

The Qualification System is published on the ISAF website in English and French on the Youth Olympic Games microsite here: <http://www.sailing.org/yog/index.php>

It is important to note that an MNA can qualify one athlete in each of the 4 events: 1 person dinghy men, 1 person dinghy women, windsurfer men & windsurfer women.

6. Athlete Costs

The IOC and the Nanjing Organising Committee will cover all of the travel costs of the athlete's for the 2014 Nanjing Youth Olympic Games.

Alastair Fox

ISAF Head of Competitions



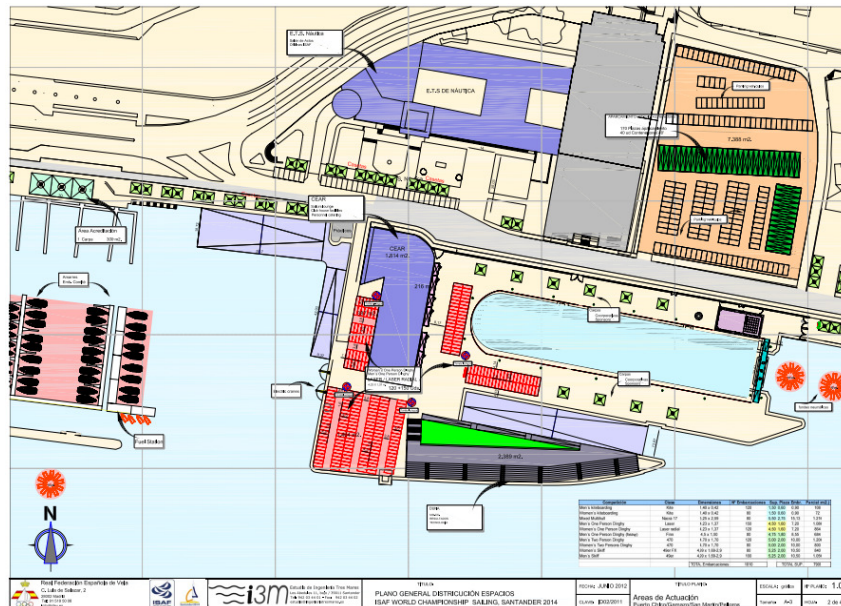
Santander 2014 ISAF Sailing World Championships

1. Dates / Schedule

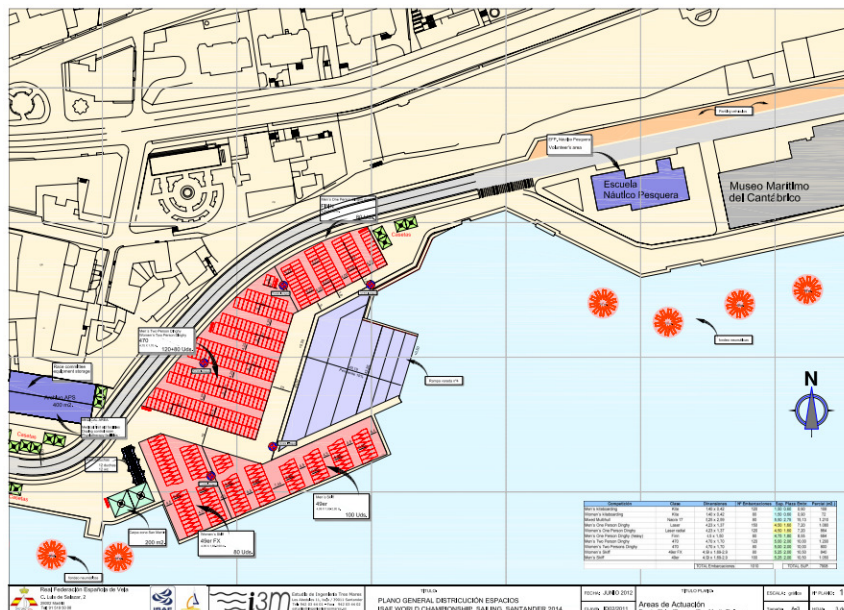
The original dates of the Santander 2014 ISAF Worlds were approved as being 3-14 September 2014. In March 2013 the Santander 2014 event organisers requested a change for logistical reasons and to help keep accommodation costs for MNAs as low as possible. The new published dates are 8-21 September. However, the new dates create a clash with the 2014 Asian Games where the sailing events are due to start on 21 September 2014. ISAF and Santander 2014 are exploring options to try and ensure that Asian sailors in the RS X, Laser, Radial and 470 events are able to compete at both events.

2. Venue

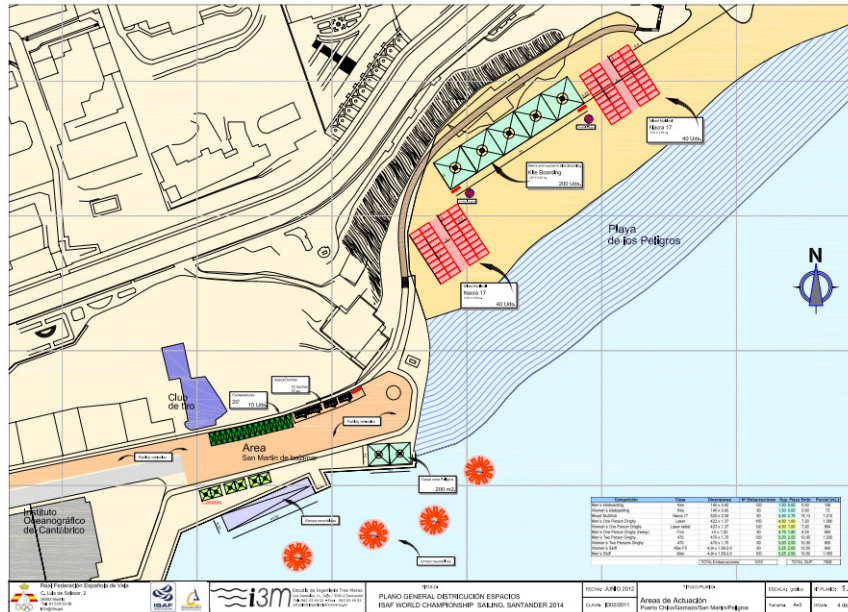
2.1 Competition Management, Regatta Office, Sailor Rest Area, Laser & Radial boat parks:



2.2 Finn, 470, 49er & 49er FX boat parks:



2.3 RS X & Nacra 17 boat parks:



3. Test Event & Qualification System

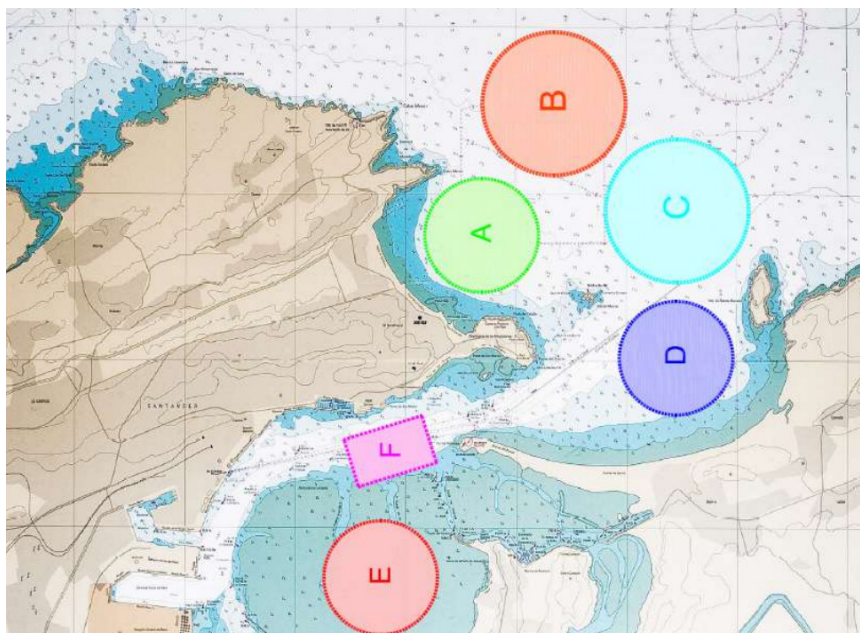
The Santander Test Event Notice of Race and the Santander 2014 ISAF Worlds Qualification System has been published on the ISAF website here:

<http://www.sailing.org/2014-ISAF-Worlds.php>

The dates of the Test Event are 9-15 September 2013. The main areas that will be tested are the Field of Play, the medal race course and spectator area, race management teams, competition management, the venue, timing & scoring and the proposed format.

4. Field of Play

There are 6 proposed course areas. Course F is the medal race course.



5. Spectator Area

The spectator area is being developed as part of the City of Santander's plans to open up the waterfront to the public. The spectator area is adjacent to the Course Area F and will provide a legacy not just for sailing competitions but also for rowing and other water sports.



6. Format

The Events Committee Format Working Party is evaluating the scoring system and medal race format for each event at the Rio 2016 Olympic Games. The format for the Santander 2014 ISAF Worlds should where possible follow the Rio 2016 Olympic format.

7. Sports Presentation & Media

ISAF will appoint the Host Broadcaster shortly so that they are involved with the final planning for the event and so that they can attend the test event. ISAF is engaging with SAP and Swiss Timing in order to have real time results, live tracking and data analysis. A final media plan for the event is currently being developed with Santander 2014.

8. ISAF Officials

ISAF has appointed the following officials for the 2014 Santander ISAF Worlds:

- | | |
|--------------------------------|------------------------|
| Technical Delegate: | Alastair Fox (GBR) |
| Principal Race Officer: | Nino Shmueli (ISR) |
| Jury Chairman: | Jan Stage (DEN) |
| Equipment Inspection Chairman: | Jurgen Cluytmans (BEL) |

The remaining ISAF Officials will be appointed following the 2013 ISAF Annual Conference.

Alastair Fox

ISAF Head of Competitions

2012-2013 ISAF SAILING WORLD CUP

1. General Overview

In general there has been significant improvement in the process of building a consistent series in terms of branding, standard documents and media but there is still a long way to go.

All the events were run in high level and there were no big issues from a race management point of view. The ISAF Race Officials and the TD will liaise and work with the event organizers to improve the standards at SWC regattas.

A meeting with the event organizers was held during the SWC Hyères where we reviewed the 2012-2013 SWC and made and discussed plans for the next season.

SAP and Swiss Timing attended SWC Palma to make some tests and identify possible technical issues with the compatibility of the exchange of data. Swiss Timing was also in Hyères to meet the event organizers and explained the requirements for the tracking and results system.

National Flags were mandatory for the first time in SWC Palma. After some problems in Palma, in Hyères there were only 3 boats without flags. The main complaint from sailors is the number of official suppliers and the price. This will be hopefully solved when the Finn and 470 classes test and propose more suppliers for its approval. No big issues are expected on the implementation of nation flags in the future.

Except in Melbourne, different format and scoring systems were tested in each regatta. The event organizers made a fantastic job adapting their programs/software to reflect these changes in the results.

2. Format Trials

Miami

There was too much format and scoring experimentation that resulted in over-complicated SIs which confused competitors, race officials and media. Formats tested in Miami were:

Laser: a) Collapsing the qualifying series into one, discardable carry forward race.
b) Changing first place to zero points, and c) Three medal races. Sailors felt that three races were too much and it was difficult to calculate one's position.

RS:X: 'last race decides' format including semi-final, repechage and final. This was not a success and the Class decided not to use it at its Worlds in Brazil.

Skiff: 'theatre style' medal races with 6 boats where the first to 2 wins was the winner of the event. This means that we have up to 6 races which makes very difficult when planning a final day. Races in the theatre style (8-10 minutes in a 250 metres wide field of play) are quite different than races in the previous stages (30 minutes in a 'normal' windward-leeward course). However this style is great for media and spectators.

Palma

It was decided to adopt the Laser format tested in Miami for all events: 3 days of qualifying series, 2 days of final series and the final day with 4 medal races for skiffs (single point) and 2 medal races for the rest of the classes (double).

In regards to the scoring, we used a non-discardable carry forward race after the QS which was not a success. Also the discard in each series was applied from the second race onwards.

The theatre style was used again to assess the race management challenges in more open water.

Hyères

Only two changes were introduced in Hyères: The carry forward race was used but was non discardable and we had 3 medal races (double points) for the skiffs and 2 races for the rest of the classes.

Instead of 3 days of qualifying series we had 2 days + 3 of final series.

Questionnaire and event feedback

A detailed questionnaire about formats, fleet size, number of races, etc. was made during the events. As a summary we received the following answers:

Carry Forward Race: 52.5% are not happy with this and think that the total points in the qualifying series should be carry forward. A 27.5% is in favour. When asking if this carry forward race should be discardable, 72.5% answered NO.

Number of medal races: 57.5% think that only 1 medal race should be scheduled. 28.3% opted for 2 medal races. In case we have more than 1 medal race, we also asked if the scoring should be double or single points. In this case the opinion was divided with a 43.1% that think that should be double against a 41.2% that answered that a single scored should be used with more than 1 medal race.

Event schedule:

45.63% prefer 3 days of qualifying series + 2 days of final series + medal race

35% prefer 2 days of qualifying series + 3 days of final series + medal race

18.75% prefer 2 days of qualifying series + 2 days of final series + medal race

Discard: we asked if they liked the discard to be applied from the second race. 55% answered no against a 37.75% that said yes. Most of the comments were related to the possibility of having only 2 races, which is something very unlikely to happen. We need a minimum of 4 races to advance to the next stage.

2014 ISAF Sailing World Cup – Format

Although the format for the SWC should be as similar as possible to the Olympic format, at least for the final series, the first event of the 2014 SWC starts next October in Qingdao.

Recommendation

Based on the feedback received during this year and in order to help prepare for the 2013-2014 SWC season the following format is recommended for all future SWC events:

1. 2 days of qualifying series + 3 days of final series + 1 final days (6 days in total)
2. No carry forward race
3. 1 discard after the second race of each series
4. Fleet size for final stage as in Palma and Hyères (as close as possible to the Olympic quotas)

The SWC Manager shall liaise with the Format Working Party and the SWC Management Group to decide about:

1. Target times and number of medal races (1 or 2 for all classes; 2 or 3 for skiffs)
2. Target times and number of races for each event in the opening series
3. Scoring for the first: 0 or 1 point

The Events Committee Qualifications and Quotes WP should finalize the quotas for the SWC 2013-2014.

3. Media

ISAF's Website and Media Co-ordinator attended Miami, Palma and Hyères working with the media teams at each venue. Communication with Melbourne was evident throughout the event with early starts at ISAF Secretariat.

The ISAF Sailing World Cup YouTube channel was brought in line to YouTube's restructure at the earliest date and subsequently saw an increase in subscribers.

A Media Guide was developed for the start of the series and given to media at events. This will be available on the ISAF website from the start of the 2013-14 series with printed editions being priced up for possible distribution starting at ISAF Sailing World Cup Qingdao.

Melbourne

Video – Nalu Productions were brought in to shoot footage and did a nice job of combining day 1/2 and day 3/4 into joint pieces. The highlights were a nice blend of on and off water. Obtaining footage at the close of the event was no problem.

Written Work – John Curnow wrote the international press release and this was distributed by PR company Pesel and Carr. The pieces were slightly technical and the first paragraph often opened up with a daily weather report.

Photography – Jeff Crow at the Sport Library was the event photographer and had a good platform to distribute images.

Social Media – Images and general news were regularly posted onto the Melbourne Facebook page. Twitter and real time reporting was evident.

Event website – Often difficult to negotiate and general layout could be improved.

Miami

Video – Miami used T2P media to produce highlights packages on the final three days. At around 10 minutes long the highlights packages were delivered inbetween 19:00 and 21:00 and published online immediately. T2P were very flexible when working with ISAF and efficient in delivering raw footage on time and flexible in interviewing sailors.

Written Work – The international press release was done by Jake Fish. The structure of the days release was agreed on a daily basis with event media team and ISAF and Jake delivered finished content in a timely manner.

Photography – Walter Cooper was the event photographer and was briefed to deliver around 25 pictures on a daily bases. Walter delivered and was responsive when asked for particular images. Distribution of photographs could be improved.

Facilities – The media area in Miami was close to US Sailing Center and provided ample facilities. Internet connection was okay but always room for improvement.

Social Media – Miami utilised Cover It Live and do this very well with tweets coming in from the race course and a blogger based in the regatta office. Facebook during event time needs to use more imagery and connect with the audience.

Miami Website – The event website was simple to use.

Palma

Video – Palma used Icarus Sailing Media to produce daily highlights. At around 4 minutes per piece their videos are the perfect length for use on YouTube. However mistakes in the piece were common with complaints received from internal and external stakeholders. Icarus were left to their own devices with no structured daily plans pre-agreed with event media. Raw footage was of poor quality and lacked race footage with majority of it pre-race up close action.

Written Work – The international press release was done by Corinne McKenzie and strongly subbed by ISAF. An improvement was made on previous years with press releases coming out earlier.

Photography – An improvement in tagging and searching for images was made for 2013 using photoshelter. Media were able to search for specific names on the database to find exactly what they were looking for. Photographers Jesús Renedo and Nico Martínez took some excellent shots and as always worked very hard.

Facilities – Based in the heart of Arenal Yacht Club cabled internet made for a reliable connection. There was ample seating.

Social Media – There was no consistency in their approach to Twitter and no real time reporting. Facebook was utilised well.

Palma website – Results and information was easy to find.

Hyères

Video – A local cameraman and editor shot footage on the final three days. Raw footage was made widely available to the media on the FFVoile server and was appropriately tagged by day and by class making it easy to find exactly what you're after. Interviews and international distribution was done by ISAF whilst French distribution done by local team. A lack of edited highlights features was a big disappointment but regular interviews went some way to make up for this.

Written Work – Done by ISAF and distributed by event media.

Photography – Jean-Marie Liot was the event photographer and worked hard to deliver any requests that came in from media. The server to download images was the same as the video footage but lacked the search facilities that Palma boasted.

Facilities – The general facilities were very good however internet connection for the media was a big problem. Upload times were slow and unreliable. The login details were made widely available on tables so sailors and any passers-by could login in and connect. Sailors and team leaders regularly used the facilities.

Social Media – Hyeres used Twitter to pull in all '#hyeresSWC' tweets on their website. Whilst it lacked the conversation shown in Miami it brought everything together so the end use could dip in and out. Results were only really published on Twitter on the final day for the Medal Races – the rest was general updates. Away from Twitter the event used Facebook and utilised it well.

Hyères Website – Very basic but results was a massive issue and were not available in a timely manner. Media often when 'into the unknown' when speaking to the sailors about their day.

Recommendations

- ISAF to distribute written content via their Press Release
- ISAF to use own production team to tell the 'story' of the World Cup from the start on ISAF's platforms
- A media assistant at each event would be useful for general work – speaking to sailors, typing up quotes, sourcing content, updating social media
- General Sailing World Cup media accreditation done by ISAF

Media Feedback

- Through speaking to several members of the press there was a shock that there were no World Cup Standings and that there was no winner. It made the story harder to sell.

Antonio González de le Madrid
ISAF Sailing World Cup Manager

ISAF YOUTH SAILING WORLD CHAMPIONSHIP 2013

Report of meetings with the Organising Committee, from the ISAF Technical Delegate dated March 2013.

The meetings were held from 25 and 27 February 2013 in Limassol, Cyprus.

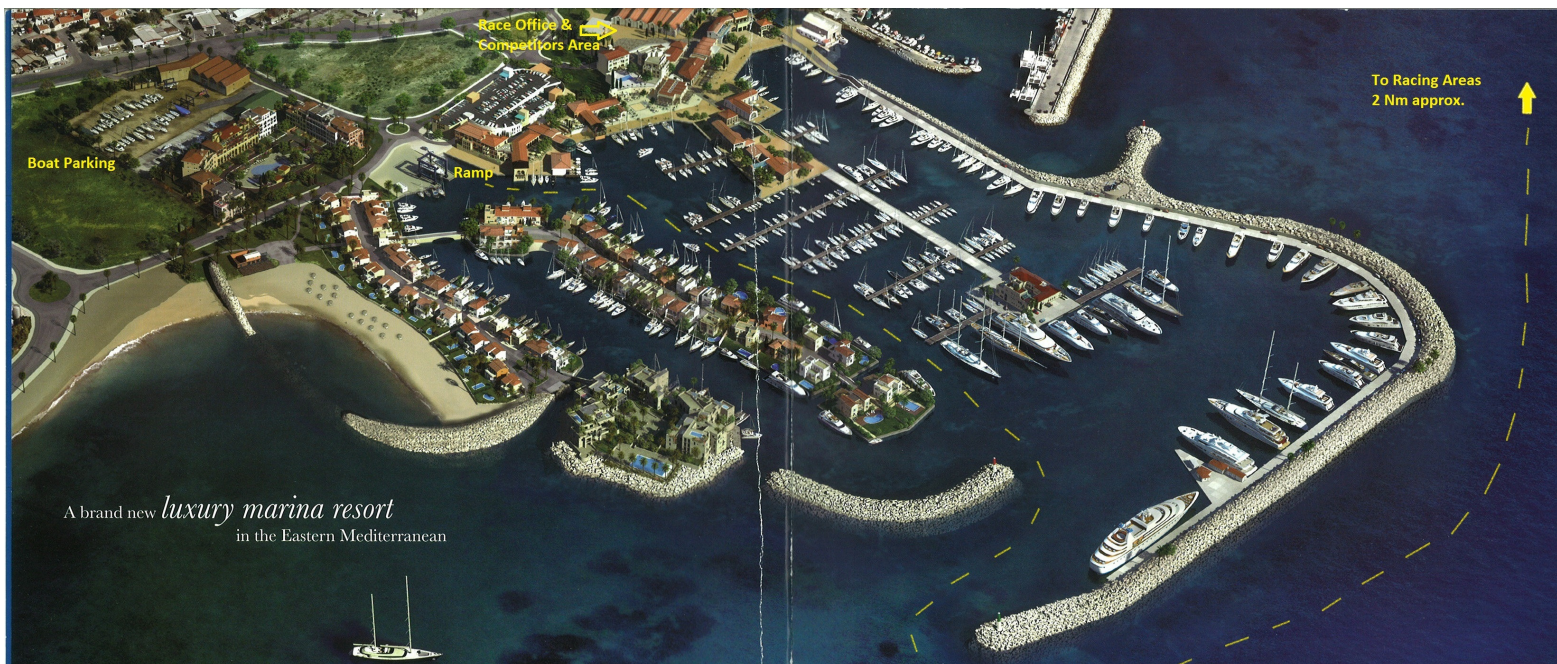
1. Organizing Committee

The new structure of the Organizing Committee is as follows:

Organizing Committee		Key Roles	
Chairman	Yiannos Photiou	Event Director	Totos Theodossiou
Vice Chairman	Andreas Flourentzos	Deputy Event Director	Ion Eschave
Members	Chris Comitis	Event Secretary	Vanessa Kyprianou
	Elias Hadjikoumis	Competitions Manager	Elena Papazoglou
	George Mavroudis	PRO	Ioannis Papazoglou
	Costas Georgiou	Transport Manager	George Malaktos
	Nicos Charalambous	Media Manager	Petros Papagiorgis
		Accommodation Manager	Evie Panaretou
		Ceremonies/Social Manager	Popi Mavroyiannis

2. Venue

The OA proposed to change the venue in February. The proposal was Limassol Marina, a new luxury resort that is currently under construction.



Several issues arose after the inspection of the venue:

1. The construction is due to be finished in June and any delay would affect the normal course of the event.
2. The boat park, regatta office/competitors area and the ramp are very far from each other. Only the boat park would be fenced and secured. The rest of the area must remain open to the public.
3. There is only one ramp of about 10 metres wide.
4. The marina management had strong concerns about allowing boats to sail inside the marina. It was suggested that boats should be towed.
5. As well as only having one ramp to launch the boats, it would also mean the racing areas would be very far away. It would be an added difficulty to the change of the 420 and for the Laser fleets that have to share boats.

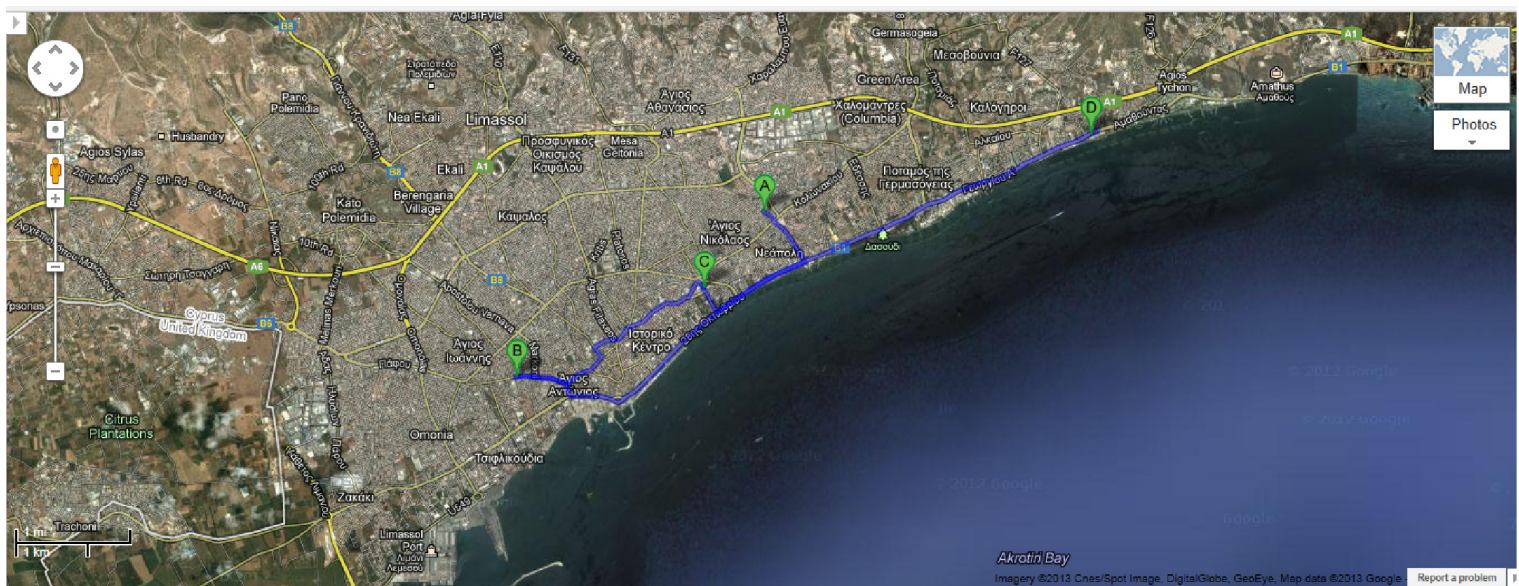
For all these reasons it was decided that the event will be run at the CYSAF Sailing Centre in accordance to the original bid. To see some photos of the Sailing Centre please click here: <http://www.isafyouthworlds.com/38988.php>

3. Accommodation

The OA reported in November that the hotels for the event had been changed. They are now using three hotels instead of the two original ones. These hotels are not a walking distance from the venue and in addition they are very far from each other.

This means that competitors will not have breakfasts and dinners together. Also, all the functions we used to have in the hotel after dinner (debriefings, rule 42, anti-doping, next year presentation, etc.) will have to take place at the venue.

The OA has to arrange buses to and from the hotels for sailors to help with this problem.



- A = Ajax Hotel
- B = Pefkos Hotel
- C = Curium Palace Hotel
- D = Sailing Center

4. Equipment

The OA is currently finalizing contracts and arranging shipping equipment with Nautivela (420), Ovington (29er) and Neil Pryde (RS:X).

Sirena Voile (SL16) has not started arrangements yet. When we were discussing the general agreement of collaboration between ISAF and Sirena they ask for exclusivity for the next 4 years. We are working now to change the decision about the equipment to be used in Malaysia and I am confident that Sirena Voile will finally provide boats for the event.

Laser: After the first refusal to supply boats for the event, Laser Performance finally agreed to send 50 to 55 boats. When we started the discussion about the contract, the situation radically changed and now it is out of our control. It affects not only the Youth Worlds but all events where Laser is selected as supplied equipment.

5. Competition Format

As commented before, 420s and Laser sailors will be sharing boats during the event. The suggested plan for these classes will be as follows:

	15 July	16 July	17 July	18 July	19 July
Morning	Race 1 Boy	Race 4 Girl	Race 6 Boy	Race 9 Girl	Race 11 Boy
	Race 2 Boy	Race 5 Girl	Race 7 Boy	Race 10 Girl	Race 11 Girl
Afternoon/ Evening	Race 1 Girl	Race 3 Boy	Race 6 Girl	Race 8 Boy	Boats Return
	Race 2 Girl	Race 4 Boy	Race 7 Girl	Race 9 Boy	
	Race 3 Girl	Race 5 Boy	Race 8 Girl	Race 10 Boy	

1. We did something similar in Zadar and it worked well. The only difference is that I have added a third race in the evening because the event schedule is now shorter than in Croatia. If the weather is fine, 5 races seem to be an achievable target but we also have to think that these classes will be sharing the race area with another class. This means that the race management team will have to run 8 races per day. This is not easy but we have to try it.
2. In my opinion trying 3 races in the morning and 3 in the afternoon is not realistic and we would be putting a lot of pressure on the race officers in these areas. This way we are only one race down (the rest of the fleet have 12 scheduled races).
3. I would also re-organize the racing areas as follows:

Course A: Laser & 29er
 Course B: RS:X
 Course C: 420 and SL16

Laser/420 would sail a Trap Course (Out) whilst 29/SL16 are sailing a W-L. I suggested the OA to use course LR (finishing line to port of the gate instead of the starting line). This would allow the RC to start the procedure for Laser or 420 while 29er or SL16 are still finishing and would save valuable time.

Finally, with this course allocation both 29er and SL16 are sailing their normal course (Windward-Leeward) and RS:X boys and girls will be alone in one area. This will resolve past issues when sharing the area with the 29er.

6. Race Officials

ISAF Event Appointment Working Party approved the following Race Officials for the Youth Worlds:

International Jury

Andrus Poksi, EST Chairman
Jacob Mossin Anderson, DEN
Pedro Rodrigues, POR
Zofia Truchanowicz, POL
Marina Psychogiou, GRE
Costas Tsantillis, GRE
1 national judge from CYP

Course Representatives

Tom Duggan, USA
Ilker Bayindir, TUR
Nathalie Perebel, FRA

Course Race Officers

Roula Galani
Thelogos Danezis
Michael Mitakis

I am confident that the appointed Races Officials will be dealing perfectly with this year's challenges as they are all very experienced and most of them have been appointed for this event in previous editions so they know it very well.

7. Conclusion

Definitively this will not be an easy championship. On top of the issues with the accommodation, the supplied equipment and the race management challenges, we have the current economic situation in Cyprus which is getting worse every day.

I would like to take this opportunity to thank the Organizing Committee and the Cyprus Sailing Federation for the excellent hospitality and giving me the opportunity of travelling to Limassol to meet with all the people involved. I feel this visit has provided all necessary information for ISAF and will accelerate the preparation process.

Supplied Equipment at ISAF Events

i) Laser / Laser Radial

The Laser builder for South America, Laser Performance, have signed the Olympic Classes contract with the intention of supplying boats for Rio 2016.

Following the recent legal situation with Bruce Kirby and the Laser dinghy, Laser Performance, were not able to receive plaques to affix to boats thereby halting supply of class legal boats. ISAF are now working to a situation whereby the International Laser Class Association (ILCA) can resume supply of ISAF plaques to the Laser Builders, including Laser Performance.

The negotiation of supply of plaques to Laser Performance includes agreement to supply Lasers for the ISAF Youth Sailing World Championships in Cyprus and further events.

ii) RS:X

The RS:X Class Association and corresponding builder, Neil Pryde have not entered into an Olympic Classes contract for 2016 at the time of writing this paper. The delay to the contract is due to ISAF withholding the contract until a request from Neil Pryde for a 12% price increase on all RS:X equipment has been considered by the ISAF Executive (this May 2013). ISAF have contractual arrangements with Neil Pryde to review any price increase.

iii) Nacra 17

A recommendation from the Events Committee is requested regarding supplied Nacra 17 equipment for Olympic Games in Rio 2016.

Nacra Sailing International have been proactively investigating and willing to commit to the supply of Nacra 17s for Rio 2016. There are benefits with respect to supplied equipment as follows:

- Limiting Sailor and MNAs “technical development” and therefore financial spend on the boats
- No requirement for MNA teams to ship boats to Rio.
- Ensures consistency of new equipment.
- Dedicated servicing of boats and supply of spares for sailors during the event.

It is acknowledged that the boat is a technical boat and ISAF staff have already had representations from one team leader regarding the possibility of supplied Nacra 17 equipment. They cite issues as follows:

- Risk of supplied equipment not being race tested and therefore loss of racing days, particularly with the new formats.
- Risk of loss of performance due to lack of personalisation of supplied equipment.
- Sailors should bring their own gear to the games that they have tested and chosen in the same way the 49er works.

Supplied Equipment at ISAF Youth Worlds

The current economic situation is also affecting boats manufacturers and negotiations and conditions to supply equipment are now getting harder than ever.

ISAF will sign a Letter of Interest with all the manufacturers to guarantee supply boats in future events. The current conditions expressed by the different boats supplied are as follows:

- 420: Unless the OA guarantees the purchase of 12 boats, Nautivela is supplying one boat per country entered at the event. Nations with both boys and girls team are sharing equipment.
- Laser: Before the recent legal situation, LaserPerformance already informed ISAF that they would not supply equipment for all competitors. They will finally supply one boat per country and, like in the 420s, boys and girls from the same nation will be sharing equipment.
- RS:X: The supply equipment for the Youth Worlds is part of the Olympic Classes contract and has not been signed yet but no issues in regards to the Youth are expected.
- 29er: The maximum number of boats offered by Ovington is 26. If the entries received are higher the OA must buy the extra boats. This year we received 29 entries and Ovington finally accepted to build the boats free of charge.
- SL 16: Sirena Voile accepted to supply boats with one condition: a long term agreement with ISAF for 2013 (CYP), 2014 (POR), 2015 (MAS) and 2016 (OMA). The long term condition is precisely what ISAF is looking for but in this case it is not possible to achieve it as the equipment selected last November for Malaysia was Hobie 16.

Recommendation:

The Events Committee should recommend to Council to change the decision about the selected equipment for the Multihull event in Malaysia to SL 16 in order to guarantee supply boats for the next four years, including the 2013 event in Cyprus.

Antonio González de la Madrid
ISAF Sailing World Cup Manager

ISAF Classes World Championship - Data Observations

The following observations have been made against the ISAF Classes' World Championship data regarding ISAF Regulation 10.4 – World Championships for ISAF Classes and ISAF Regulation 25.2 – ISAF approval of World Championships and other Events – ISAF Classes. This information is prepared from the best of knowledge and contains results of the Annual Class Reports and other research and findings. There is a possibility of oversights or misunderstandings within this information.

Key:

“Low participation” indicates the class do not meet the participation requirements of Regulation 10.4(b) with respect to number of entries, number of countries or number of continents.

“Sub-worlds” indicates that it appears a World Championship was awarded within a sub-fleet of the main fleet therefore in breach of regulation 25.2.6

“WC” = World Championship; “Alternate” = A World Championship held every other year.

Where a class is not in the list it appears to satisfy the requirements of ISAF Regulations with no comment.

CLASS	OBSERVATIONS
MULTIHULLS	
Formula 16	No WC held in 2010 & 2012
Hobie 14	No WC held in 2010,11,12
Hobie 16	The class held 5 WC in 2010, Open, Women's, Open Youths, Open Masters and Open grand Masters. No WC in 2011 & 2012
Hobie 17	No WC in 2010,11,12
Hobie 18	No WC in 2010,11,12
Hobie Dragoon	No WC in 2010,11,12
Hobie Tiger	No WC in 2010,11,12
Hobie Wildcat	No WC in 2012
SL16	Low participation in 2011 WC. No data found or sent over by the class for the 2012 WC participation
Tornado	Sub-worlds in 2011 & 2012 open and mixed fleet
Topcat K1	No WC in 2010 & 2012
Viper	No WC in 2011 & 2012
BOARDS	
Formula Windsurfing	Low participation in Women's WC 2010,11,12. Low participation in Youths and Masters 2010.
Mistral	No WC held in 2010,11,12
Funboard	9 WC. Low participation Men's WC 2011 & 2012. Low participation Women's WC 2010,11,12. Low participation Youths 2010.
Raceboard	Low participation Youths 2010,11,12. No Masters WC in 2011
Speed Windsurfing	No WC held in 2010,11,12
Techno 293	Low participation Girls under 15 WC 2011
RS:X	Low participation Women's Youth 2011,12
Kiteboarding	13 World Titles

CLASS	OBSERVATIONS
YACHTS & KEELBOATS	
6M	Alternate WC in both Modern and Classic disciplines. Low participation in Modern discipline WC 2011
12M	Alternate WC. Sub Worlds in 2011 (vintage and antique fleets).
60Ft Monohull	2013 Class Report not received
Access 2.3 (Hansa 2.3)	Low participation 2010, 2012. Alternate WC.
Access 303 (Hansa 303)	Low participation 2010, 2012. Alternate WC
Access Liberty (Hansa Liberty)	Low participation 2010 and 2012. Alternate WC
Class 40	Low participation in 2011.
Dragon	No WC in 2012
Farr 30	Low participation 2010,11 and 2012
Farr 40	Low participation 2010.
Flying Fifteen	Alternate WC.
H-Boat	Low participation in 2010.
J-22	Low participation 2010 and 2012
Micro	Low participation 2010 and 2011
Melges 24	Low participation in the Corinthian division in 2010 &2012
Platu 25	Low participation in 2012.
Soling	Low participation in Masters WC 2010,11,12. Low participation in Open WC 2010.
Sonar	Low participation 2011. Alternate WC
Swan 45	Low participation 2010,12. Alternate WC
Tempest	Low participation 2010
TP52	Low participation 2011. No WC in 2012
X-35	Low participation 2011.
X-41	Low participation 2010,12
CENTREBOARDS	
29er XX	Low participation in 2012
470	Low participation Youth Women's 2010 & 2012. Low participation in Youths Men and mixed 2012.
B14	No WC in 2011 & 2012
Byte	No WC in 2011 & 2012
Contender	Sub-Worlds 2010,11 & 12
Enterprise	No WC held in 2010,11,12
Europe	Low participation Men 2010 & 11 WC and Women 2010 & 12 WC.
Finn	Low participation Youths 2010 & 12 WC.
Flying Junior	No WC hold in 2010,12
Laser II	Alternate WC. Low participation in 2011 WC
Laser	8 WC, Men, Women, Open Youth, Men under 19, Men under 21, Open Apprentice, Open Master, Open Grand Master
Laser Radial	8 WC. Man, Women, Men Youth, Women's Youth, Open Apprentice, Open Master, Open Grand Master, Open Great Grand Master.
Laser 4.7	5 WC. Men Youth, Men Youth Under 16, Women's Youth, Women Youth Under 16, Open Master.
Laser Vago	No WC in 2010,11 and 12

CLASS	OBSERVATIONS
Lightning	Alternate Open WC. Alternate Open Junior WC and low participation Open Junior in 2010 and 2012
Mirror	Alternate WC
Moth	Sub-worlds Women's and Masters
Musto Performance	No WC held in 2010
Open Bic	5 WC, Under 15, Under 13, Open, Open Under 15, Open Under 13.
RS Feva	Sub-Worlds
RS Tera	One pro-Rig and one Sports Rig WC. Not allowed by the Class rules. Low participation in both WC 2010 & 11
Snipe	Alternate WC. Sub-worlds Women's Youth in 2012. Low participation in Open Junior WC 2011, Women's WC 2010 & 12
Splash	Alternate WC. Sub-worlds 2011
Sunfish	Low participation in Open Youths 2010,11,12. Sub-Worlds
Tasar	Alternate WC
Topper	No WC in the Open division 4.2m2 (Junior) in 2010,11. Low participation in their two divisions in the 2012 WC
Vaurien	Low participation open WC 2011. Low participation in Women and Masters 2010,11. Low participation Open youths 2010,11,12
Zoom 8	Low participation Women's youth 2010,11 and 12. Low participation Men's Youth 2010.

ISAF TEAM RACING SUB-COMMITTEE 2013-2016

The main areas in which the committee will focus are:

- Support the TR in the Dinghy classes
- Support the TR in the keelboat classes
- Evaluation of Bids for TR world 2015
- 4 vs. 4
- 3 vs. 3
- 2 vs. 2
- Participate as a demonstration event with the 2 vs. 2 formula during ISAF events (Youth Worlds, Youth Olympic Games and any other possible event)
- To organize clinics in conjunction with ROC in order to achieve two goals:
have new venues and at same time to develop a TR umpire program for Race Officials.
- To organize clinics in conjunction with MNAs or Clubs in order to achieve two goals:
have new venues and at same time to develop a TR sailors program.
- ISAF Team Racing microsite
- Help the ROC on Team Racing manual

Salerno, April 11st 2013

Alfredo Ricci
TRSC Chairman

Sports Presentation - Communication

1. Communications Department

In October 2012, the ISAF Marketing and Media Department was ‘rebranded’ as the Communications Department. The primary role of the team is on communications and media strategy across the website, social media, broadcasting and publications – the most immediate platforms for presenting our sport to the general public and sports fans. The department also looks after corporate identity and sports presentation, ISAF event branding, publicity materials and sponsor fulfilment.

The team has a strong relationship with the IOC Communications Department and attending regular meetings with other IFs is a valuable knowledge sharing opportunity.

How do we communicate ISAF Event information and news?

2. Media planning

Detailed media plans are developed in conjunction with event organizers. The role of secretariat staff varies with each event and the level of resource / support that is required.

All ISAF Youth Worlds media activities are managed through isafyouthworlds.com, the youth worlds facebook page and the youth worlds twitter accounts.

ISAF Sailing World Cup on-site media co-ordination with regatta organizers.

Media Guides are produced for the ISAF Youth Worlds and ISAF Sailing World Cup.

3. ISAF Website

The ISAF website is a critical platform for ISAF to communicate about the sport, the federation and sailing events. The redesign of the website in 2012 separated ‘fans’ from the business of the Federation.

The redevelopment of the ISAF Youth Worlds website (youthworlds.com) and the ISAF Sailing World Cup website (sailing.org/worldcup) is ongoing.

4. Social Media

Audience growth continues across all ISAFs social media channels. Future projects include expanding into platforms in China and substantial development of ISAFs YouTube channels.

A high priority is placed on interaction and audience engagement.

ISAF primarily works with the popular ‘you-twit-face’ platforms but also uses Flickr, Pintrest and Vine and live blogging were appropriate.

Stats below as at 1 May 2013

Facebook

- facebook.com/WorldSailing - used to promote all ISAF and sailing news - 47,759 fans.
- facebook.com/ISAFSailingWorldCup - 7,341 fans
- facebook.com/ISAFYouthWorlds – 4,691 fans
- facebook.com/ISAFSailingWorldChampionships – created in January 2012 this page has just under a 1,000 fans. Use of the page will begin to escalate as we start to promote the 2013 Test Event and then Santander 2014.

Twitter

- @ISAFupdates and @Youthworlds accounts.

Twitter is used as a means of driving traffic to facebook, to the website and to the TV player.

We also follow over 300 sailors through an ISAFSailors profile.

5. **Broadcasting, ISAF TV and YouTube**

YouTube

- Youtube.com/isafchannel – 1449 subscribers, 371,141 video views
- Youtube.com/sailingworldcup – 1227 subscribers, 356,432 video views

March 2013 attended YouTube workshop hosted by the IOC. Excellent lessons learned and subsequently ISAFs channels have been transferred to the new YT platform with usage stats increasing by over 50% since the start of the year.

Objectives are to increase subscribers, increase video views and ultimately generate revenue whilst always maintaining principle of quality over quantity.

ISAF TV

The ISAF TV player carries content from ISAF Events and Class Championships. The department pro-actively contacts event organizers to gain access to footage for the player.

6. **Support for MNAs / Classes / Event Organizers**

ISAF photography guidelines were published in March to join the news publication policy and guidelines for writing press releases published in 2012. The documents offer guidelines and advice to MNAs, classes and event organizers.

The policy details how different types of sailing news are published across the different ISAF channels (website, press releases, facebook, twitter and youtube).

7. **Smartphone / Tablet applications**

Android and iOS apps are available for the Racing Rules of Sailing and the Equipment Rules of Sailing.

The RRS app has been downloaded 6,511 times since launch on 8 September (as at 26 Apr)

The ERS app has been downloaded 701 times since launch on 12 October (as at 26 Apr)

Development of iOS apps for translated versions of the RRS are in progress.

Development of app versions of the 2013-2014 ISAF Offshore Special Regulations are in progress.