

41ST YOUTH SAILING ISAF WORLD CHAMPIONSHIP**7 – 16 JULY 2011, ZADAR, CROATIA**

A Report by the ISAF Competitions Manager and Technical Delegate, dated 25 August 2011.

1 ORGANISING COMMITTEE

Organising Committee:

- Chairman of the Organising Committee: Ive Mustac
- Event Manager: Ms Zrinka Grancaric
- Competition Manager: Tonko Petesic
- ISAF Technical Delegate: Antonio González de la Madrid
- ISAF Youth World Championship Sub-Committee: Fiona Kidd

2 VENUE

The venue was Uskok Sailing Club, Zadar, Croatia.

a) The race office, morning briefing room and the media office were situated on the first floor of the main building. Downstairs the bar and terrace were used by the competitors as a resting area.

The race office was small and some queues could be seen early in the morning during the registration day. During the rest of the event it worked quite well.

b) The jury rooms, ISAF room and race officers room were situated in one of the two adjacent hangars. Though the quality was not as the main building, the two jury rooms had a more than acceptable size and were equipped with air conditioning, printer, internet connection, etc.

c) Boat Park: there was enough space for all boats which were allocated by classes.

d) The launching area was on the beach situated in front of the Club. Though it was not a sandy beach no damages were reported due to this fact. Practically all fleets could be released at the same time.

e) Manufacturer Area. It was allocated in the second hangar close to the club main building where each boat supplier had an assigned area to store the spare equipment, make repairs, etc.

In general the venue was as required in the manual except it was not fenced. The bar and the terrace of the Club were 'Open Space' for members and public which was situated in the centre of the venue. This caused problems for the organizers as they were unable to control the multiple accesses to the competitors' area.

3 ACCOMMODATION

Competitors, team leaders and coaches were split between one hotel and some bungalows, both of them were in the same complex which was approximately 10 minutes walk to the venue. This created some complaints regarding the difference in

the quality of accommodation. There were also complaints about the number of people sharing the rooms and the way they were allocated.

Note that in the bid information that was sent to the organizers the number of people to be accommodated was 350 and they booked according to this. The current figures ended up to around 500.

Regarding the rooms, for some countries is OK to mix boys and girls or the coach can stay with the sailor while for others this is unacceptable. It would be a good idea to include the 'sharing preferences' on the boat reservation form so that the organizers can arrange the allocation of the rooms well in advance.

Breakfast and evening meal were provided in the hotel. Meals were nutritious and of a very good standard. However, as usual, some complaints were received on the size and variety of the lunch packs.

Rule 42, True Play presentation and daily briefings were held in the hotel.

There was a verbal report received on damage to the accommodation and serious misbehaviour of the competitors on the last day.

It is recommended in the future the hotel should ask for a damage deposit to all teams. It would be also good to advise all competitors and coaches that damages/misbehaviour at the official accommodation venue may conduct in a rule 69 hearing.

4 EQUIPMENT

Boat suppliers were:

420 and 29er: Nautivela.

Laser Radial: Laser Performance.

RS:X: Neil Pryde

SL16: Sirena Voile

All the boats/boards were brand new and built to the highest quality specifications.

As Nautivela was not able to supply 420 boats for all participants countries with entries for both girls and boys they shared boats. The racing area was only 5 minutes from the venue and the process worked perfectly.

This system would not work at venues situated within a commercial port or with the race areas far from the venue.

The support of the manufacturer's teams during the championship was superb and the co-operation with the organizers were excellent.

All manufacturers were present on and off the water to solve any problems for the sailors. There was no significant breakage or failure of equipment and no claims for redress on equipment. All the boats were set up well in advance.

5 ENTRIES AND EVENT SCHEDULE

Equipment Reservation – Deadline 31st January: It worked very well and at the deadline 56 MNAs had sent the form and paid the reservation fee. This gives the

manufacturer a very accurate idea of the final number of boats to be supplied. Also, except for the Open Events, the organizers are able to start working with the Hotel on the allocation of rooms for the competitors.

Final Entry – Deadline 15 April: As most MNAs had already sent and paid the equipment reservation fee there was a 'general relax' atmosphere with the entry deadline. This caused major problems for the organizers in terms of accommodation gender issues etc.

Summary of Entries:

	Total Entries	Total Sailors
Laser Boys	49	49
Laser Girls	40	40
420 Boys	29	58
420 Girls	31	62
RS:X Boys	33	33
RS:X Girls	19	19
29er	21	42
SL16	14	28
Total	236	331
TL & Coaches		109
TOTAL		440
Total MNAs		59

Event Schedule

The formula chosen for this edition worked very well. There is one day less for pre-event meeting but on the other side, with one more racing day the pressure over the competitors and the race officers is lower.

Races Sailed:

	Laser Boys	Laser Girls	RS:X Boys	RS:X Girls	420 Boys	420 Girls	29er	SL16
Scheduled	12	12	12	12	11	11	12	12
Sailed	12	12	12	12	11	10	12	12

It would be desirable if the Notice of Race and Sailing Instructions were to be more flexible towards all of the races to be sailed each day in order to avoid continuous changes each time we are one race down the schedule.

6 INTERNATIONAL JURY

The following International Jury members were appointed:

Francisco Jaúregui MEX (Chair)	Neven Baran CRO (Vice-chair)
Bill O'Hara IRL	Pedro Rodrigues POR
Christine Voelklein GER	Ralph Roberts NZL
Alen Kustic CRO	Miro Bjelejac CRO
Darko Stasic CRO	

A Rule 42 briefing was held for all the sailors by Francisco Jaúregui before the first race. The jury went out on the water spread over five boats for policing Rule 42.

7 RACE MANAGEMENT

PRO	Tonko Petesic CRO		
	420 & SL16	Laser Radial	RS:X & 29er
ISAF Course Reps	Adrian Stoggall GBR	Søren Badstue DEN	María Torrijo ESP
Course Race Officer	Denis Marinov CRO	Drazen Zdelarec CRO	Miro Magasic CRO

Sailing conditions were not easy in Zadar with light and shifty winds through out most of the whole event. However, the race management team did an outstanding job and worked very professional and consistent with the ISAF Race Management policies.

The course representatives described the relationship with the course race officers as good though it was noted in some situations there was a lack of experience in high level events.

8 OPENING AND CLOSING CEREMONIES

The Opening Ceremony took place in the centre of Zadar over a bridge that leads to the old city. The Nations Parade was replaced by a parade by ribs where one representative of each nation, carrying the national flag and the water, was taking to a floating stage for the mixing ceremony. The ceremony was followed by hundreds of tourists. It was surprisingly original and the sailors and spectators thoroughly enjoyed themselves.

The closing ceremony was held on a square in the City Centre and was run according to the manual in a very formal way and very friendly at the same time.

9 APP PROGRAMME

ISAF approved 27 sailors from 13 nations into the programme, distributed as follows:

MNA	Boys	Girls	MNA	Boys	Girls
Netherlands Antilles	1	0	Korea	2	0
Bahamas	1	0	St. Lucia	0	2
Chile	0	3	México	1	1
Colombia	1	1	Paraguay	1	0
Ecuador	0	2	Perú	2	0
Hong Kong	2	1	Puerto Rico	4	0
Virgin Islands	0	2			

Youth Sailing Trust Coach: the appointed YWST Coach for this edition was Hugh Styles, supported by a Croatian coach.

Hugh did a fantastic job not only with the APP sailors but with all of the competitors and coaches. The number of attendees to Hugh's daily briefings increased day by day and he received a deserved applause after the last debriefing.

10 SPONSORSHIP AND MEDIA

The main sponsor was Otpbanka and therefore, as used to be with Volvo, most of the branding of the venue was dedicated to the main sponsor. The Event Logo (ISAF Youth Sailing World Championship – Zadar Croatia 2011) had also a very important presence not only in the venue but in the City of Zadar. There were flags with the Event Logo all along the bridge that lead to the old city (crossed by thousands of tourist every day) and in some of the monuments of the city too. In the venue the logo could be seen in flags, posters, boats, fences, etc.

Regarding the ISAF presence, the number of flags and burgees that were sent and used in Croatia was the same as usual. One of the Volvo best contributions was a professional team in charge of the branding of the venue. Now this side of the event is in amateur's hands and the organizers cannot spend the money and the time that this work involved.

ISAF should work more closely with the event organizers and provide help and support. In my opinion, ISAF should not look to replace Volvo as the main presence during the event; this should be left to the organizers sponsors.

ISAF Website & Media Co-ordinator, Daniel Smith, supported the media teams from the official arrival day until the prize giving. His presence provided media service for local and international press as well as the best possible coverage on the internet, including social sites such as Facebook or Twitter.

11 RESULTS

Event	Gold	Silver	Bronze
420 Boys	ESP	JPN	AUS
420 Girls	AUT	USA	ISV
Laser Boys	FRA	SLO	ITA
Laser Girls	NOR	USA	FRA
RS:X Boys	KOR	ESP	FRA
RS:X Girls	ITA	THA	ISR
SL16	BRA	DEN	GBR
29er	ESP	USA	NED
Nations Trophy	FRA	ESP	POL

12 ANTI-DOPING EDUCATIONAL PROGRAM

As in 2010, ISAF in collaboration with the World Anti-Doping Agency ran the WADA Athlete Outreach programme supported by Annie Lush. The programme consisted an half and hour education session and the Play True quiz where the athletes and coaches may test their knowledge.

ISAF also completed an In-Competition doping control testing during this event. The place initially planned by the organizers for the doping control turned out to be unacceptable.

It is recommended to include in the Event Manual a guideline with the necessary requirements that a doping control station must meet.