The Events Committee met at 09:30 – 18:00 hours on Friday 8 May 2015 at the NH Amsterdam Zuid Hotel, Amsterdam, The Netherlands.

1. Opening of the Meeting
   The Chairman opened the meeting and welcomed the members.

2. Minutes of the Previous Meeting
   (a) Minutes
      The minutes of the Events Committee meeting held in November 2014 were approved (circulated and approved after the meeting). The minutes can be downloaded at www.sailing.org/meetings
   (b) Minutes Matters Arising
      There were no matters arising.
3. **Conflicts of Interest**
   No conflicts of interest arose

4. **Executive Committee Update**
   The minutes of the Executive Committee meeting held in February 2015 were noted.

5. **2016 Olympic Games**
   
   (a) The Committee received a verbal report from the ISAF Head of Competitions on the Rio 2016 Olympic Games.

   It was noted that venue was being redeveloped and that the works would not be completed until March 2016.

   An addition course area, Pai, has been introduced outside Guanabara Bay. There are now 3 course areas including the medal race course inside the bay and 3 course areas outside the bay. The additional course area outside of the bay will be used primarily if there are pollution concerns inside the bay and will give the race committee greater flexibility to ensure fair racing.

   (b) A report on the pollution in Guanabara Bay was given by the ISAF Head of Competitions.

   ISAF has appointed a member of the Medical Commission to attend the 2015 test event. It was noted that no cases of illness in sailors have been formally reported to ISAF but it is essential that ISAF implements a pollution and illness monitoring system between now and the end of the Rio 2016 Olympic Games.

   It was agreed that ISAF would also appoint an additional member to the race management team to liaise between the race committee and the Rio state environment agency.

   (c) The committee reviewed plans for the 2015 Test Event.

   Plans for the 2015 test event are progressing well. There are good entries in each of the 10 events and MNAs will not be invited to have a second entry.

   OBS and Swiss Timing will both be at the test event. OBS will send the production manager and the director to engage with ISAF and Rio 2016 and finalise the live TV plans for the Olympic Games. OBS will also test the flightpaths of their helicopters following the review of the operations of the Santos Dumont airport. Swiss Timing will provide a full timing and scoring package at the test event along with full testing of their tracking system.

   (d) The Committee finalised decisions for the Olympic Qualification Events

   i) 2015 Class World Championships

   It was noted that the ISAF Secretariat and the Olympic Classes had reviewed the policies for Olympic Qualification Events.

   ii) Continental Qualification Events

   It was agreed that the ISAF Secretariat would review the Notice of race and Sailing Instructions for all Continental Qualification Events before they are published. It was also agreed that there would be no minimum number of entries on MNAs competing at the Continental Qualification Events.

   (e) Race Management policies at Rio 2016.

   The race management policies for the Rio 2016 Olympic Games will be reviewed during the 2015 test event.
6. **ISAF Events Strategy**

   Vice President, Chris Atkins reviewed and discussed the ISAF Events Strategy paper with the committee.

   It was noted that the document is a ‘live document’ and would remain one which would be continually updated. It was agreed that the strategy should be expanded to reflect a wide structure rather than just focus on elite sailing.

   The Chairman encouraged the committee to send any comments or recommendations for changes to the ISAF Head of Competitions.

See Appendix 1

7. **IOC Olympic Review**

   (a) The Committee reviewed the IOC London 2012 Programme Report and the IOC Agenda 2020 Report and discussed current ISAF event policies in relation to the reports.

   (b) The ISAF Head of Competitions noted that the Tokyo 2020 event programme would be reviewed by the IOC later this year. It was noted that the IOC would finalise the event programme in early 2017.

8. **2020 Olympic Games**

   (a) The Committee received a progress report from the ISAF Head of Competitions on the 2020 Olympic Games

   It was noted that the original Wakasu Olympic Marina venue had now been rejected due to increased building costs and broadcast concerns over the proximity of Haneda International Airport. An alternative venue, the Wakasu Training Centre, was being considered but ISAF would meet with Tokyo 2020 to review three other possible venues.

   A final venue decision will be confirmed by the IOC in June 2015 and the ISAF Head of competitions will give a full update to the Committee at the ISAF Annual Conference in November.

   (b) The Committee discussed the qualification system policies for the 2020 Olympic Games and timelines for decisions and the Committee received a report from the Chairman of the Quotas and Qualification Working Party.

   It was noted that the Committee would wait to see how the remainder of the 2016 Qualification System worked before finalising the 2020 Qualification System. However, the Chairman will prepare a questionnaire for the Committee members in order to review various options going forward.

See Appendix 3

(c) The Chairman of the Format Working Party gave a report on possible format options for the 2020 Olympic Games and timelines for decisions to be made. However, the Chairman will prepare a questionnaire for the Committee members in order to review various options going forward. It was noted that for Tokyo 2020 it was essential that sailing was showcased and that different formats for different events would help do this. It was agreed that sailing at the Olympic Games had to be modernised and new technologies could also help showcase the sport.

See Appendix 4
9. **2020 Paralympic Games**

The committee received a brief update from the ISAF Head of Competitions on the decision of the International Paralympic Committee to remove sailing from the 2020 Paralympic Games. The importance of integrating the Paralympic classes into the ISAF Sailing World Cup was stressed.

10. **Coach Boat Regulations**

The ISAF Head of Competitions reported that the ISAF Executive Committee had asked for a review of the existing Coach Boat regulations for the Olympic Games and ISAF Events. It was noted that the Coaches Commission, Athletes Commission and Events Committee had all been consulted and that a new set of regulations would be introduced at the 2015 Olympic test event. The general principles for coach boats would be no communication, less restrictions on electronics, more freedom to move around course areas and stricter penalties if coaches broke the rules.

See Appendix 5

11. **ISAF Sailing World Cup**

(a) The committee received a report on the 2014 ISAF Sailing World Cup Final in Abu Dhabi.

(b) The committee received a written report from the ISAF Sailing World Cup Manager and the Head of the ISAF Sailing World Cup on the 2015 ISAF Sailing World Cup and future ISAF Sailing World Cup events.

i) Qualification events

   The process was described.

ii) The Sailing World Cup has now standardised and issued all race documents (NoR, SIs, etc.) across the Sailing World Cup.

   There has been an update to the schedule which includes one day of registration, so that day zero can be implemented.

   Accreditation for all athletes and coaches is to be introduced at the Sailing World Cup Weymouth and Portland.

iii) Race Officials and Race Management policies

   The target times for the Skiffs have been increased by 5 minutes to ensure greater separation at the first windward mark. This policy will be reviewed following the SWC Weymouth event.

   Radios on the water to communicate with sailors will be trialled at SWC Weymouth.

iv) Starting systems

   The numeric countdown system was used alongside the traditional race signals in Abu Dhabi. The Events Committee recommended that the numeric system should be introduced at all ISAF SWC events and that if possible the system should be tested at the 2015 Olympic test event. Following the Events Committee meeting it has been agreed that the new starting system will be reviewed by the ISAF Head of Competitions and the Race Management Sub-committee and tested at the 2015 Olympic test event.

v) Kiteboarding formats

vi) Equipment inspection policies and day zero

   The idea of day zero was well received by sailors but in practice it was hard to implement in Hyeres because of the equipment available. Day 0 will be further
reviewed at SWC Weymouth.

vii) Registration system
    This worked well in Hyeres and significantly reduced the amount of time it took for sailors to register at the venue. There were initial problems with the validity of some email addresses but this issue is now being resolved as sailors are now updating their profiles more frequently.
    The process of registering coaches is a lot slower but this is something which, through time will improve.

viii) TV, branding and hospitality plans
    TV coverage for Hyeres was great and was shown live on ESPN and Canal Plus.
    The House of ISAF will be introduced in Weymouth and will be open for everyone to use during the event.
    Additional items currently being worked on includes the implementation of supplied equipment for the Laser and RS:X and the possibility of a better cataloguing system of images for the media and teams.

ix) Logistics
    The process and route of ‘the bus’ was explained to the committee

x) Equipment supply at the ISAF Sailing World Cup and Final.

12. ISAF Sailing World Championships
    (a) The committee noted that no final report had been submitted to ISAF from the organisers of the Santander 2014 ISAF Sailing World Championships.
    (b) The committee received a progress report on the Aarhus 2018 ISAF Sailing World Championships from the ISAF Head of Competitions.
    Planning for Aarhus 2018 is well underway and the Championships contract was signed in Aarhus in April. The City of Aarhus, Sailing Aarhus, the Danish Sailing Association and Sport Event Denmark will all be partners with ISAF to deliver this pinnacle event. The dates for Aarhus 2018 will be 30 July to 12 August 2018. See Appendix 6

13. ISAF Youth World Championship
    (a) The committee received a progress report on the 2015 ISAF Youth Sailing World Championships.
    (b) The youth multihull equipment decision and date of introduction was discussed.
        The Working Party reconfirmed its recommendation from the 2014 ISAF Annual Conference that the Nacra 15 should be selected as the future multihull equipment.
        The Events Committee approved a recommendation to introduce the Nacra 15 at the earliest opportunity and it was noted that the ISAF Executive Committee and ISAF Secretariat would review any existing contracts and work on any necessary submissions for the 2015 ISAF Annual Conference.
        
        **Recommendation: Approve**
        13 for, 8 against, 0 abstain
        See Appendix 7
    (c) The bid procedure for future ISAF Youth World Championship venues was discussed.
        It was proposed that the bid process for future events is amended and that all ISAF
events are selected using the same principles. The ISAF Executive Committee will finalise a paper for final approval.

14. ISAF Emerging Nations Programme
The committee received a report on the integration of the ISAF Emerging Nations Programme (ENP) across ISAF events from the ISAF Head of Competitions. An ENP Administrator will join the ISAF Secretariat to help administer the training camps. The ISAF Youth Worlds ENP will see 2015 training camps in Fiji, Hungary, Mozambique, Antigua and Malaysia. The ENP Scholarship Programme will then be used to offer competitors who have attended the training camps funding to help offset travel costs and entry fees for the 2015 ISAF Youth Worlds. There will also be an Aarhus 2018 ISAF Worlds ENP.

15. Youth Olympic Games
The committee received a progress report on the 2018 Youth Olympic Games from the ISAF Head of Competitions. It was noted that the key IOC principles for the 2018 Youth Olympics were:

Inspire young people
Celebrate the world’s best athletes
Use the Youth Olympic Games as a laboratory for sporting innovation
Reach and engage the local youth

The Chairman of the Youth Olympic Games reported that in order to showcase sailing at the 2018 Youth Olympic Games and inspire young people around the world the recommendation to the Executive Committee would be to introduce the 15-18 age category and the following events and quotas:

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<th>Event / Quota</th>
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<tr>
<td>Boy’s Windsurfer (slalom or short track format)</td>
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<tr>
<td>Girl’s Windsurfer (slalom or short track format)</td>
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<td>Mixed Kiteboard (possible Tokyo 2020 format)</td>
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<tr>
<td>Mixed 2 Person Multihull (knockout format / short target time racing)</td>
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The IOC will review all of the recommendations from the International Federations in June 2015 before finalizing the full event program.

16. Sports Presentation
A full report will be made by the new ISAF Head of Marketing and Media at the ISAF Annual Conference.

17. ISAF Classes
(a) The Committee received a written report from the ISAF Head of Technical and Offshore and a written report from Class Status Review Working Party.
(b) The committee reviewed the regulations of subsidiary World Championships. The ISAF Head of Competitions expressed the need for the Events Committee to review the relevant regulations and prepare a report for possible to changes to regulations governing World Championships.

The Events Committee unanimously agreed to appoint a Working Party to review World Championship policies.

See Appendix 8
18. **ISAF Calendar and ISAF Ranking System**
   
   (a) The committee received a report on communication and policies for the ISAF calendar and ranked events.
       It was requested that the management group look into the method of awarding ranking points to an event and what the process should be if minimum numbers at an event are not achieved.
       See Appendix 9
   
   (b) Gary Bodie from the Rankings Sub-Committee gave a review on the policy of crew changes in two person boats.
       It was noted by the athlete’s subcommittee representative that they feel if a team splits up then they should receive no ranking points.

19. **Team Racing**
   
   (a) The committee received a verbal progress report on the 2015 Team Racing World Championship from Vice President Chris Atkins.
       It was noted that the attendance levels were good (11 teams registered) and that progress towards the Championships was going well.
       See Appendix 10
   
   (b) Strategies to develop future team racing were not discussed at this meeting.

20. **Any other Business**
   
   It was noted that for the ISAF Sailing World Cup events that were also Continental Qualification Events a change in the Notice of race was required to ensure that each nation from the home continent could compete and have an opportunity to qualify for the Olympic Games.
### Nations Qualified for the 2016 Olympic Sailing Competition as at 3 December 2014

Based on results from Santander 2014 ISAF Worlds

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<td>0</td>
<td>1</td>
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</tbody>
</table>

40

<table>
<thead>
<tr>
<th>MNA / NOC</th>
<th>RS:X M</th>
<th>RS:X W</th>
<th>Laser</th>
<th>Laser Radial</th>
<th>Finn</th>
<th>470 M</th>
<th>470 W</th>
<th>49er</th>
<th>49er FX</th>
<th>Nacra 17</th>
<th>MNA Total</th>
</tr>
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<tbody>
<tr>
<td>20</td>
<td>24</td>
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<td>14</td>
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### Water Quality Standards

<table>
<thead>
<tr>
<th></th>
<th>Brasil (NMP/100ml)</th>
<th>Europe (UFC/100ml)</th>
<th>USA (UFC/100ml)</th>
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</thead>
<tbody>
<tr>
<td><strong>Fecal coliforms</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary contact</td>
<td>1000</td>
<td>----</td>
<td>200</td>
</tr>
<tr>
<td>Secondary contact</td>
<td>2500</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td><strong>E.Coli</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary contact</td>
<td>800</td>
<td>500</td>
<td>----</td>
</tr>
<tr>
<td>Secondary contact</td>
<td>2000</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td><strong>Enterococci</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary contact</td>
<td>100</td>
<td>200</td>
<td>35</td>
</tr>
<tr>
<td>Secondary contact</td>
<td>----</td>
<td>----</td>
<td>----</td>
</tr>
</tbody>
</table>

*In Brazil, usually Enterococci are considered for Marine water, E.Coli for Brackish and Fresh water and Fecal for all types of water.*
NOTICE OF RACE

The Organizing Authority is Rio 2016 in conjunction with the International Sailing Federation (ISAF).

1. RULES
1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
1.2 RSS Appendix P, Special Procedures for Rule 42, will apply.
1.3 For Medal Races, ISAF Addendum Q, Umpired Fleet Racing, available on the ISAF website here: (www.sailing.org), will apply and changes a number of racing rules. The version that is current when the regatta begins will appear in full in the Sailing Instructions.
1.4 The Aquece Rio – International Sailing Regatta 2015 Equipment Regulations will apply.
1.5 The Aquece Rio – International Sailing Regatta 2015 Support Team (including Support Boat) Regulations will apply.
1.7 No National Authority prescriptions will apply.
1.8 In all rules governing this regatta, both ‘athlete’ and ‘competitor’ mean a person competing in the event. The term ‘support team’ means coaches, team leaders and other support personnel.
1.9 In all rules governing this regatta;
   [DP] denotes a rule for which the penalty is at the discretion of the International Jury;
   [SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing or a discretionary penalty applied by the International Jury with a hearing; and
   [NP] denotes a rule that shall not be grounds for protests by a boat. RRS 60.1(a) will be changed in the Sailing Instructions.
1.10 If there is a conflict between languages the English text will take precedence.

2. ADVERTISING AND BOW NUMBERS
2.1 [DP] Boats may be required to display bow numbers and advertising chosen and supplied by the Organizing Authority.
2.2 [DP] In accordance with ISAF Regulation 20.4.3, competitors aboard the boats shall wear bibs while racing. The bibs will be provided by the Organizing Authority.
2.3 [SP] Boats shall display national flags on their sails as specified in NoR Appendix 3.

3. ELIGIBILITY AND ENTRY
3.1 For each event the entry quota is one entry per National Authority unless there are fewer entry applications than the Rio 2016 quota (as per NoR 3.14) by the deadline in NoR 3.3. Then, the
Organizing Authority may allocate a National Authority a second entry based on the order of each National Authority’s second highest appearance on the ISAF World Rankings for that event as of 27 April 2015.

3.2 All entry applications shall be through the appropriate National Authority and made by completing the entry application form that can be found here: www.aquecerio.com/sailing2015 after 16 March 2015.

3.3 The deadline for entry application is 1 May 2015, unless after 1 May the Organizing Authority allocates a second entry to a National Authority as per NoR3.1 when the entry application deadline will be 15 May 2015.

3.4 The deadline for National Authorities to pay the entry fees is 1 June 2015, unless otherwise agreed by the Organizing Authority in writing.

3.5 The deadline for National Authorities to confirm the names of the competitors competing in the regatta is 20 June 2015, unless otherwise agreed by the Organizing Authority in writing.

3.6 An entry is not complete until payment has been received and the boat has completed registration at the venue. Registration may include equipment and entry requirement checks.

3.7 If a sailor is less than 18 years old, he/she shall send the completed Parental Consent form to Rio 2016. This form can be found here: www.aquecerio.com/sailing2015

3.8 National Authorities with entrants shall register their main point of contact with Rio 2016 by 1 May 2015.

3.9 ISAF Eligibility in accordance with ISAF Regulation 19 is required of all athletes.

3.10 Each athlete shall be registered as an ISAF Sailor on the ISAF website: www.sailing.org/isafsailor

3.11 Each athlete shall be a national of the country of the National Authority which enters the boat (see ISAF Regulation 19.8). Each athlete shall present proof of their nationality at registration.

3.12 Olympic gender requirements will apply for each of the 10 events.

3.13 For One Person boats crew substitution is not permitted. For Two Person boats crew substitution is not permitted except in case of proven accident or illness.

3.14 The regatta is open to boats competing in events chosen for the 2016 Olympic Sailing Competition.

<table>
<thead>
<tr>
<th>Event</th>
<th>Class</th>
<th>Rio 2016 Quota</th>
</tr>
</thead>
<tbody>
<tr>
<td>Men's Windsurfer</td>
<td>RS: X</td>
<td>36</td>
</tr>
<tr>
<td>Women's Windsurfer</td>
<td>RS: X</td>
<td>26</td>
</tr>
<tr>
<td>Men's One Person Dinghy</td>
<td>Laser</td>
<td>46</td>
</tr>
<tr>
<td>Women's One Person Dinghy</td>
<td>Laser Radial</td>
<td>37</td>
</tr>
<tr>
<td>Men's One Person Dinghy Heavyweight</td>
<td>Finn</td>
<td>23</td>
</tr>
<tr>
<td>Men's Two Person Dinghy</td>
<td>470</td>
<td>26</td>
</tr>
<tr>
<td>Women's Two Person Dinghy</td>
<td>470</td>
<td>20</td>
</tr>
<tr>
<td>Men's Skiff</td>
<td>49er</td>
<td>20</td>
</tr>
<tr>
<td>Women’s Skiff</td>
<td>49er FX</td>
<td>20</td>
</tr>
<tr>
<td>Mixed Multihull</td>
<td>Nacra 17</td>
<td>20</td>
</tr>
</tbody>
</table>

4. **FEES**

4.1 Fees are stated in US$ and include any local taxes
One Person events ........................................... US$ 300
Two Person events ......................................... US$ 500
Support boats .............................................. US$ 100

4.2 Entry fees will only be refunded at the discretion of the Organizing Authority.

5. FORMAT

5.1 The regatta will consist of an opening series and, provided a minimum of 6 races have been completed in the opening series, a medal race. The opening series may be divided into a qualifying series and a final series. The top ten finishers in the opening series of each event will advance to the medal race.

5.2 The format for any event may be changed in the Sailing Instructions to adapt it to the format chosen for the Rio 2016 Olympic Sailing Competition.

6. SCHEDULE

6.1 The schedule, including registration, equipment inspection and racing, is as follows:

<table>
<thead>
<tr>
<th>Event</th>
<th>Registration</th>
<th>Equipment Inspection</th>
<th>Racing (including reserve days)</th>
<th>Number of Races</th>
</tr>
</thead>
<tbody>
<tr>
<td>Men's Windsurfer</td>
<td>13-14 August</td>
<td>14 August</td>
<td>15-21 August</td>
<td>12 + Medal Race</td>
</tr>
<tr>
<td>Women's Windsurfer</td>
<td>13-14 August</td>
<td>14 August</td>
<td>15-21 August</td>
<td>12 + Medal Race</td>
</tr>
<tr>
<td>Men's One Person Dinghy</td>
<td>13-14 August</td>
<td>14 August</td>
<td>15-22 August</td>
<td>10 + Medal Race</td>
</tr>
<tr>
<td>Women's One Person Dinghy</td>
<td>13-14 August</td>
<td>14 August</td>
<td>15-22 August</td>
<td>10 + Medal Race</td>
</tr>
<tr>
<td>Men's One Person Dinghy Heavyweight</td>
<td>13-15 August</td>
<td>14-15 August</td>
<td>16-22 August</td>
<td>10 + Medal Race</td>
</tr>
<tr>
<td>Men's Two Person Dinghy</td>
<td>13-15 August</td>
<td>13-15 August</td>
<td>16-22 August</td>
<td>10 + Medal Race</td>
</tr>
<tr>
<td>Women's Two Person Dinghy</td>
<td>13-15 August</td>
<td>13-15 August</td>
<td>16-22 August</td>
<td>10 + Medal Race</td>
</tr>
<tr>
<td>Men's Skiff</td>
<td>13-15 August</td>
<td>14-15 August</td>
<td>16-22 August</td>
<td>12 + Medal Race</td>
</tr>
<tr>
<td>Women’s Skiff</td>
<td>13-15 August</td>
<td>14-15 August</td>
<td>16-22 August</td>
<td>12 + Medal Race</td>
</tr>
<tr>
<td>Mixed Multihull</td>
<td>13-15 August</td>
<td>14-15 August</td>
<td>16-22 August</td>
<td>12 + Medal Race</td>
</tr>
</tbody>
</table>

6.2 On the last day of racing for each event no warning signal will be made after 1700.

6.3 Registration for competitors and the support team is scheduled to begin at 09h00 on 13 August 2015 at the regatta office located at the Marina da Glória.

6.4 The first meeting for team leaders is scheduled for 17h00 on 13 August 2015 at the Marina da Glória. From 14 August to 22 August 2015, there will be a daily team leaders meeting at 10h00.

7. EQUIPMENT INSPECTION

7.1 The last sentence in RRS 78.2 is changed by replacing ‘event’ with ‘first series’.

7.2 This event is an international event for the purpose of RRS G1.1.

7.3 RRS G3 applies to chartered or loaned boats.

7.4 Boats shall be available for inspection in accordance with NoR 6.1 and the Equipment Inspection Schedule.

7.5 The procedures for inspections will be specified in the Sailing Instructions or the Aquece Rio International Sailing Regatta 2015 Equipment Regulations.
8. **SAILING INSTRUCTIONS**

Sailing Instructions and other documents governing the event will be available no later than 13 August 2015.

9. **VENUE**

9.1 The regatta venue will be at the Marina da Glória. The venue will be open from 09h00 to 19h30 from 13 August to 22 August 2015. NoR Appendix 1 shows the location of the venue.

9.2 The racing areas will be inside and outside the Guanabara Bay. The location of the racing areas are shown in NoR Appendix 2. Additional Course Areas may be added by the Organizing Authority in the Sailing Instructions.

10. **THE COURSES**

10.1 The courses will be Windward/Leeward or Trapezoid with optional finishing legs.

10.2 The target times in minutes for the opening series and medal races are:

<table>
<thead>
<tr>
<th>Event</th>
<th>Opening Series</th>
<th>Medal Race</th>
</tr>
</thead>
<tbody>
<tr>
<td>Men's Windsurfer</td>
<td>20-25</td>
<td>20</td>
</tr>
<tr>
<td>Women's Windsurfer</td>
<td>20-25</td>
<td>20</td>
</tr>
<tr>
<td>Men's One Person Dinghy</td>
<td>50</td>
<td>25</td>
</tr>
<tr>
<td>Women's One Person Dinghy</td>
<td>50</td>
<td>25</td>
</tr>
<tr>
<td>Men's One Person Dinghy Heavyweight</td>
<td>50</td>
<td>25</td>
</tr>
<tr>
<td>Men's Two Person Dinghy</td>
<td>50</td>
<td>25</td>
</tr>
<tr>
<td>Women's Two Person Dinghy</td>
<td>50</td>
<td>25</td>
</tr>
<tr>
<td>Men's Skiff</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>Women's Skiff</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>Mixed Multihull</td>
<td>30</td>
<td>20</td>
</tr>
</tbody>
</table>

11. **PENALTY SYSTEM**

For the Men’s and Women’s Skiff events and the Mixed Multihull event, RRS 44.1 and RRS 2.1 are changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

12. **INTERNATIONAL JURY**

An International Jury will be appointed in accordance with rule 91(b). Its decisions will be final as provided in RRS 70.5.

13. **SCORING**

13.1 RRS Appendix A will apply. RRS B8 is deleted.

13.2 One race is required to be completed to constitute a regatta.

13.3 When fewer than three races in the opening series have been completed, no score shall be excluded.

13.4 In medal races, a boat’s score shall be double the number of points specified in RRS Appendix A4.1, and the score for that race shall not be excluded from the series score.

13.5 Ties in the series score between boats with different medal race point scores shall be broken in favour of the boat that scored better in the medal race. This changes RRS Appendix A8.
13.6 The boats assigned to compete in the medal race will be ranked highest in the regatta except for a boat disqualified from the medal race under rule RRS 5, 6 or 69.

14. SUPPORT TEAMS (INCLUDING SUPPORT BOATS)

14.1 Support team members requiring access to the venue shall complete the accreditation application form that can be found here: www.aquecerio.com/sailing2015 after 16 March 2015. The deadline for entry application is 1 June 2015, unless otherwise agreed by the Organizing Authority in writing.

14.2 Support boats shall be registered with the Organizing Authority by completing the form that can be found here: www.aquecerio.com/sailing2015 after 16 March 2015 and will be required to comply with local legislation. The support boat fee is stated in NoR 4.1 and shall be paid by 1 June 2015, unless otherwise agreed by the Organizing Authority in writing. Registrations may be rejected provided the reason is stated.

14.3 Support boats shall display the 3 letter code of their ISAF Member National Authority at all times while afloat clearly visible from both sides of the boat. The minimum height for the letters shall be 200 mm.

15. [DP] BERTHING

Boats shall be kept in their assigned places in the boat park.

16. RADIO COMMUNICATIONS

Except in an emergency or using equipment provided by the Organizing Authority, a boat shall not make or receive radio transmissions including text messages or cellular phone calls while racing.

17. PRIZES

Medals will be awarded to the top 3 boats in each event.

18. [DP] MEDIA RIGHTS

18.1 Competitors shall comply with the Aquece Rio International Sailing Regatta 2015 Competitor Media Guide. The Competitor Media Guide will include further information on television production, tracking, press conferences, interviews and promotion of the regatta.

18.2 By participating in the event competitors automatically grant to the Organizing Authority, their sponsors and ISAF the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped or filmed television and other reproductions of the athlete during the period of the competition without compensation.

18.3 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the Organizing Authority.

18.4 The top three competitors as well as the individual race winners may be required to attend a media press conference each day.

18.5 Competitors may be required for interviews at the regatta.

19. [NP] INSURANCE

19.1 Each ‘person in charge’ (see RRS 46) shall hold a valid insurance certificate showing proof of third-party liability coverage of at least US$ 1,500,000 (or equivalent) per incident.

19.2 Each support boat shall have valid insurance including third party liability coverage of at least US$ 1,500,000 (or equivalent) per incident.

19.3 The Organizing Authority is not responsible for verifying the status or validity of certificates.
20. **RISK STATEMENT**

Competitors and support teams participate in the regatta entirely at their own risk and they are reminded of the provisions of RRS 4, Decision to Race. Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor and support team member agrees and acknowledges that:

(a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and the boat supplied to them to such inherent risk whilst taking part in the event;

(b) They are responsible for the safety of themselves, their crew, their supplied boat and their other property whether afloat or ashore;

(c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

(d) By participating in any race, they are satisfied that their supplied boat is in good order, equipped to sail in the event and they are fit to participate;

(e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;

(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

21. **AMENDMENTS TO THE NOTICE OF RACE**

This Notice of Race may be changed. Changes will be posted here: [www.aquecerio.com/sailing2015](http://www.aquecerio.com/sailing2015) and on the Official Notice Board.

**Contact Details**

E-mail: sailing2015@aquecerio.com
Website: [www.aquecerio.com/sailing2015](http://www.aquecerio.com/sailing2015)
NoR Appendix 2

RACING AREAS

Additional racing areas may be added by the Organizing Authority. The exact locations of the racing areas may be changed by the Organizing Authority.
NoR Appendix 3

SPECIFICATION OF NATION FLAGS

<table>
<thead>
<tr>
<th>Class</th>
<th>Supplier</th>
<th>Position and Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>470 Men</td>
<td>470 / ISAF Approved Supplier*</td>
<td>As per class rules</td>
</tr>
<tr>
<td>470 Women</td>
<td></td>
<td></td>
</tr>
<tr>
<td>49er</td>
<td>via 49er ICA</td>
<td>As per class rules</td>
</tr>
<tr>
<td>49er FX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finn</td>
<td>Any supplier</td>
<td>As per class rules</td>
</tr>
<tr>
<td>Laser</td>
<td>Any supplier</td>
<td>As per the diagram and wording below</td>
</tr>
<tr>
<td>Laser Radial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nacra 17</td>
<td>via Nacra Sailing International</td>
<td>As per class rules</td>
</tr>
<tr>
<td>RS:X Men</td>
<td>Any supplier</td>
<td>As per class rules</td>
</tr>
<tr>
<td>RS:X Women</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Please note: for a list of 470 / ISAF suppliers see here: http://www.sailing.org/classesandequipment/33908.php

Laser and Laser Radial

A skipper's national flag with a nominal size of 567 x 337 mm shall be applied to both sides of the mainsail, positioned such that the aft edge of each flag is within 100 and 150 mm of the leech and between the sail numbers and the batten pocket below the sail numbers. The flag shall be approximately parallel with the sail numbers and letters and shall not touch the numbers. The flag shall be printed on separate material applied to the sail. The use of permanent ink pens or similar to make a national flag is forbidden. The national flag shall correspond to the national letters.
Olympic Quotas and Continental Olympic Qualification 2016

1. **IOC Olympic Qualification Principles**

IOC specifies two qualification principles;

   a. Nations should have more than one opportunity to qualify
   
   b. The IOC goal of universality should be reflected in continental representation through continental qualification regattas.

The IOC is being prodded by National Olympic Committees (NOC) to introduce continental qualification as a cost saving measure as well. For sailing, we should try not to inadvertently make continental qualification more expensive than the old system.

The goal of universality should be reflected in every decision made by ISAF from training beginning sailors to Olympic qualification. The data presented by the original Olympic Commission highlighted how poorly sailing was represented outside of Europe and especially in Africa. Lack of progress on universality may be the greatest threat to the continuation of sailing as an Olympic sport.

Continental qualification offers a tremendous opportunity for ISAF to promote universality and encourage athletes from around the world to participate. Our goal should be to make the qualification fair, open, inexpensive and accessible while also maintaining the integrity and quality at the Olympic Games.

The goal of Universality is more about the future than the past. If we award future allocations based on past performance and participation then we effectively lock in the past results. Universality and continental qualification is our opportunity to open the door, grow sailing, and encourage parity.

2. **Event Quotas**

An earlier working party introduced the idea of a minimum of 20 places for every Olympic event. This concept has merit on several fronts;

   a. Twenty is a nice round number that happens to be twice the fleet size of the Medal Race.
   
   b. Classes with fewer than twenty (Tornado, Yngling, Star, Womens Match Race) have fewer participants, fewer supporters, and ultimately fewer votes at Council for retention. Every class should have an equal chance to succeed.
   
   c. With the notable exception of Laser, existing classes struggle to break the 30 MNA participation level worldwide even after decades of effort. Typically, more than 20 of the 30 are European nations. There are probably barriers and factors that are beyond the control of the best efforts by classes.

The IOC has indicated strong support for the specific allocation of 4 tri-partite commission places, two each for Laser and Radial. Continental qualification effectively serves a similar purpose to the tri-partite
commission in that a few places will ultimately be awarded to MNAs in underrepresented continents that would not have qualified otherwise. Future event quota allocations should reward gains in universality and give less weight to the absolute number of MNA’s which tend to reflect participation in Europe.

Event Quotas;

<table>
<thead>
<tr>
<th></th>
<th>2016 Boats</th>
<th>Athletes 2016</th>
<th>2012 Boats</th>
<th>Athletes 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laser</td>
<td>46</td>
<td>46</td>
<td>48</td>
<td>48</td>
</tr>
<tr>
<td>Radial</td>
<td>37</td>
<td>37</td>
<td>39</td>
<td>39</td>
</tr>
<tr>
<td>RS:X M</td>
<td>36</td>
<td>36</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td>RS:X Wm</td>
<td>26</td>
<td>26</td>
<td>28</td>
<td>28</td>
</tr>
<tr>
<td>470 M</td>
<td>26</td>
<td>52</td>
<td>27</td>
<td>54</td>
</tr>
<tr>
<td>470 Wm</td>
<td>20</td>
<td>40</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td>49er</td>
<td>20</td>
<td>40</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td>Finn</td>
<td>23</td>
<td>23</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>Nacra 17</td>
<td>20</td>
<td>40</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>49erFX</td>
<td>20</td>
<td>40</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>274</td>
<td>380</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The rationale for the numbers above is quite simple. Our maximum number of athletes is 380. Womens Match Racing and Star had 68 athletes combined. Twenty each for Nacra 17 and 49er FX is 80 athletes. The difference of twelve was achieved by reducing Laser, Radial, RS:X men, RS:X women, Finn and 470 Men (1 boat) by two athletes each. 49er and 470 women were already at 20 each.

3. **Qualification Events**

ISAF already has a contractual agreement that at least 50% of Olympic places will be awarded at the 2014 ISAF Worlds in Santander. We have also previously approved Submission 073-12 which stipulates utilizing Sailing World Cup events as continental qualifiers where a continent has a Sailing World Cup event. Nothing precludes ISAF from having more than two opportunities, and many have come to realize in hindsight that 2014 is too early in the process.

In light of the constraints, the qualification should have three opportunities as follows;

- 2014 ISAF Worlds
- 2015 Olympic Class World Championships (or Class Championship if Grand Final approved)
- 2015-2016 Continental Qualification Events

The medal favorites and elite athletes will undoubtedly qualify at the first or second opportunity. Once the favorites have already qualified it is easy to imagine the enthusiasm, hope and opportunity of the remaining athletes with a chance to qualify for the Olympic Games at an event on their own continent.

Pending discussions about the new Sailing World Cup concept, the actual continental events should be announced in May 2014 with none scheduled prior to 1 August 2015. A tentative list might look like;
Regional Games were considered but most of the regional games are not continental events that line up with ISAF’s continental groupings. Additionally, it becomes too many events for ISAF to monitor and ensure fair competition.

4. **Continental Allocations**

Continental qualification is unfair unless every continent has at least some allocation. In the classes with a quota of 20 places, 50% at Santander 2014 is ten places, the host nation gets another, and a minimum of one place for each of six continents results in a total of 17 places allocated. The remaining three places get allocated to be awarded at the 2015 World Championships.

The IOC reviewed a draft of the allocation and suggested that classes with a larger quota such as Laser, Radial and RS:X men should have two per continent where possible in order to achieve an overall greater percentage of places awarded in continental qualifiers. Again, the remainder are allocated to the 2015 Class Championships.

The concept of “every continent gets one place” is fair and avoids a never ending circular argument about which continent(s) deserve more based on past performance or participation. The goal is to promote future participation and ultimately even new medal contenders, whereas a blind reliance on past data tends to actually discourage growth and locks end past patterns.

The Olympic Classes subcommittee was consulted and data was generated on participation by continent at past world championships as well as data on MNAs that have credible programs but may have not yet competed at the world championship level.
Continental Allocation table;

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>2015</th>
<th>Europ e</th>
<th>Africa</th>
<th>N.Ame rica</th>
<th>S.Ame rica</th>
<th>Asia</th>
<th>Oceani a</th>
<th>Host</th>
<th>Tri-partite</th>
<th>Total Boats</th>
<th>Athletes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laser</td>
<td>23</td>
<td>9</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>46</td>
<td>46</td>
</tr>
<tr>
<td>Radial</td>
<td>19</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>37</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>RS:X M</td>
<td>18</td>
<td>6</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>36</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>RS:X Wm</td>
<td>13</td>
<td>6</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>26</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>470 M</td>
<td>13</td>
<td>6</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>26</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>470 Wm</td>
<td>10</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>20</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Finn</td>
<td>12</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>23</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>Nacra 17</td>
<td>10</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>20</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>49er</td>
<td>10</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>20</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>49er FX</td>
<td>10</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>20</td>
<td>40</td>
<td></td>
</tr>
</tbody>
</table>

The table above departs from the rule of “every continent gets one (or two)” in a couple instances. Oceania is the smallest continental group with a total of 9 MNA in Group L. Within that group, Australia and New Zealand are easily among the medal favorites in almost every class and would be expected to qualify at 2014 or 2015. The classes were unable to identify credible participants from the other MNAs in Oceania in most of the other classes. The solution is twofold. Oceania is awarded one place in each of the Laser, Radial, and RS:X m&w classes and it is expected those places might be earned by MNA’s such as the Cook Islands or Papua New Guinea who have participated in Perth and 2012 World Championships in some events. Alternatively, those places would be an easy test if either New Zealand or Australia failed to qualify in 2014 or 2015. Ultimately, those places are more than Oceania would have likely qualified for under the old system but within the range of what they might have been granted as tri-partite or invitational places. The second step is combining qualification with Asia in the remaining classes. Oceania entrants would still have a chance, but in all likelihood, it results in another credible Asian team qualifying in those events.

The concept of grouping Africa with Europe was explored as well as the idea of grouping North and South America together. The classes were able to identify at least one or more credible teams in most classes in each of these continents, after the favorites would have qualified in 2014 or 2015. This could result in some cases that a boat earns a place at the Games simply by showing up at their continental qualifier. However, in some of those cases, that boat would have qualified under the old system but would be disadvantaged under the new system if the continents were grouped. See sample scenarios attached.
5. **Reallocation**

Any reallocations would be based on the results of the 2015 World Championships and would remain in the same event until the list of 2015 participants was exhausted. The net effect of this reallocation is that almost all reallocation places would be awarded to very competent European boats. If nobody showed up in a particular class for the continental qualifier in 2015-2016 those places would be reallocated.

Perhaps Oceania has no one show up in RS:X women, and nobody sails in the African 49erFX event. Maybe USA and CAN qualify early in Finn and nobody else shows up at the North American qualifier. But what if three new MNA’s and athletes decided to go for those places in each of those continents once they realized they were attainable.

6. **Winners and Losers**

The sport of Sailing and ISAF are the big winners if we motivate and incentivize athletes and MNA’s to participate in the Olympic qualification process. The Q&Q working party has gamed out the likely results of this system and the outcomes are summarized as follows;

a. **Oceania**  AUS and NZL easily qualify. Oceania gains one place each in Laser, Radial and RS:X m&w that are earned by emerging MNAs. Some of those MNAs might have been awarded invitational places under the old system.

b. **Asia** In some classes, an Asian team that wins the continental place would have qualified under the old system anyway. Asian teams gain the opportunity to earn another place from the combined Oceania/Asia quota in some classes.

c. **Africa** In a few classes, an African team that wins the continental place would have qualified under the old system anyway. Some African teams would have been awarded invitational places under the old system. There are probably a couple classes where nobody competes at the African qualifier. The net result is Africa gains one place in the few remaining classes.

d. **North America** In most classes, either USA, CAN or MEX qualifies at the early opportunity, but not all of them. Under the old system, two of them would have qualified. The second one does end up qualifying at the Continental opportunity resulting in a no net gain. PUR, ISV, BER and others are also in the mix in some classes.

e. **South America** Based on 2013 results, BRA would have qualified at the 2014 or 2015 opportunity in every class. In some classes the second team that qualifies at the continental event would have qualified anyway. Given that BRA is the host and qualifies automatically, it results in a net gain for South America this cycle. However, activity in South America appears to be increasing in advance of Rio 2016 and this is an opportunity to capitalize on that growth.

f. **Europe** Based on past results, Europe likely qualifies for about 66% of the places available in each class in 2014 and 66% of the places available in 2015. Plus of course their own continental place. The worst possible outcome is that Europe could have four fewer places than before in some classes, but after reallocation the estimate is two fewer places. A couple places is not that significant in the large quota classes. To put it in perspective, based on 2013 results the three
European nations that would have not qualified in 49er under the new system, but would have qualified under the old actually finished as the 16th, 17th, and 18th nation in 2013 and overall finished 25th, 26th and 30th. One or more of them might have subsequently gained a place under reallocation.

In reality, any change to the system produces winners and losers. It’s mathematically impossible to increase Olympic participation in other continents without reducing it somewhere else. The average number of qualifying nations in the other five continents is between one and two nations per continent. In no case will the favorites and medal contenders be eliminated. The IOC is requiring that ISAF incorporate continental qualification.

7. Scenarios Examples and FAQ
a. Hypothetically, assume the plausible situation that RSA is the 19th best 49er team in the world. Under the old system, they would be the last nation to qualify (host is 20). Stipulate that no other team in Africa is competing in 49er. Under the new system, RSA does not qualify at 2014 Santander in the top ten, and does not qualify in 2015 among the next three nations (top 13 total). If Africa has a standalone continental qualifier, they earn a place by showing up. If Africa and Europe are combined, then RSA does not qualify at all. The result of combining continents in this example actually decreases deserving participation from Africa. The conclusion is that it’s unfair to set a minimum level of continental participation at anything less than one team. It’s not RSA’s fault that nobody else in their continent sails 49ers and it should not be their responsibility to find other nations in Africa before their continent is awarded a place. Otherwise, it becomes harder and not easier.

b. Assume USA, CAN, PUR, and MEX are competing in Nacra 17. Assume none qualify at 2014 and only one of them is likely to qualify at 2015. They agree to train together because it is in their mutual interest for one of them to qualify at 2015 so that there is another place available at the continental event in January 2016. The end result is the best of the group earns a place in 2015 and another earns a place at Miami. Contrast that with having the continental qualifier prior to a last chance at the 2016 Worlds. In that scenario, nobody trains together and the best team wins the continental place, but the second best team of the group is not good enough to earn a place at the 2016 Worlds. Net result is no cooperative training and one place instead of two. Conclusion is that it’s also beneficial to incentivize continental teams to work together, and a better overall outcome is achieved if the best teams qualify early.

c. Question; How can you be so sure that reallocation favors European teams?
Answer; In the example above, assume PUR finished 13th best nation in 2015 and qualifies. MEX finished 15th best in 2015 but qualifies in Miami. When places get reallocated, teams that subsequently qualified from other continents such as MEX get dropped out of the 2015 results leaving mostly European teams.
1. Introduction

1.1 The ISAF Olympic Commission's reports adopted by Council in 2009 proposed an integrated strategy for Olympic Class racing, and greatly assisted ISAF’s policy decision-making thereafter. However the key recommendation regarding the Sailing World Cup was not initially implemented and so ISAF did not have an annual event property through which it could enhance and promote sailing, sailors and ISAF.

1.2 The Olympic Commission published updated recommendations in November 2013. Since then ISAF has made some significant decisions.

(a) The new Sailing World Cup now provides ISAF with that annual event property through which it can promote the sport, raise the appeal of the sport to IOC and its value to sponsors, and encourage local supporting qualification regattas.

(b) Continental Olympic qualification in all 10 Olympic Events now provides a catalyst for further event and participation growth on every continent.

1.3 One recommendation of the Olympic Commission in 2013 was: “once the future shape of the Sailing World Cup has been agreed, the Events Committee should be invited to further develop the structure of events to support Olympic sailing”. It is therefore an appropriate time to review and confirm ISAF’s overall Olympic events strategy, and clearly define the purpose of the various events within ISAF’s portfolio.

1.4 This paper sets out ISAF’s current Olympic events strategy, as adopted by the Executive Committee in February 2015. It defines the strategy based on which committees should make their policy and implementation recommendations. It is a living document, and the Events Committee and others are encouraged to review it and make suggestions on it to alastair.fox@isaf.co.uk.

1.5 ISAF’s stakeholders each have their own events and strategies, and this document will help them ensure that their events support ISAF’s overall strategy.

2. Objectives of ISAF Olympic Events Strategy

2.1 ISAF’s Olympic Events Strategy should be clearly stated and communicated to all (sailors, MNAs, Continental Associations, Classes, IOC, media etc). Its goals are to:

(a) promote the sport and elite sailors globally and be attractive to media;

(b) support ISAF’s growth of the sport in all regions of the world;

(c) provide a clear, simple and accessible pathway for sailors from learn-to-race through junior and youth competition to the Olympic Sailing Competition;

(d) make sailing a “natural” sport for the Olympic Games for both IOC and NOCs and:

(i) maximise the revenue ISAF receives from IOC;

(ii) preserve or increase the number of sailing Events at the Olympic Games.

(e) attract and deliver sponsor value;

(f) be supportive of both “elite” and “participation” events organised by others;
(g) provide a career path for professional sailors and those employed in support of such sailors.

3. **Event Properties**

3.1 Event properties (for Olympic, Paralympic and pathway class racing) covered within the strategy are:

<table>
<thead>
<tr>
<th>IOC / IPC</th>
<th>ISAF</th>
<th>Regional</th>
<th>Classes</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>Olympic Sailing</td>
<td>Sailing World Cup</td>
<td>Continental Games</td>
<td>Class World Championships</td>
<td>100-point regattas</td>
</tr>
<tr>
<td>Competition (4)</td>
<td>(Rounds &amp; Final)</td>
<td>(4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paralympic Sailing</td>
<td>Sailing World Championships</td>
<td>Regional Games with sailing</td>
<td>Class Continental Championships</td>
<td>50-point regattas</td>
</tr>
<tr>
<td>Competition (4)</td>
<td>(4)</td>
<td>(2 or 4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Youth Olympic Games</td>
<td>Youth World Championships</td>
<td></td>
<td>Class Age Championships</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Disabled Sailing World Championships</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Olympic Qualification Events (4)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Note: Most events are annual; those marked (4) are 4-yearly. Olympic Qualification events may be organised by others under the authority of ISAF.*

3.2 ISAF’s primary goals or purposes of each event property are as follows:

(a) **Olympic Sailing Competition (4)**

i) Meet the expectations of IOC for a modern, attractive and accessible sport that remains a natural sport within the Olympic Games.

ii) Provide the sailors with the pinnacle competition that is a true test of sailing skill, with the Olympic Gold medal remaining the most desired and lauded competitive sailing achievement.

iii) Promote the sport and its heroes to the widest possible global audience, both remote and at the event, and including both public and sponsors.

iv) Leave as a legacy a stand-out sailing venue, facilities and race officials for future international competition and to drive growth in local participation.

(b) **Paralympic Sailing Competition (4)**

i) Meet the expectations of IPC for a modern, attractive and globally-accessible sport that creates heroes and inspires.

ii) Provide disabled sailors with their pinnacle 4-yearly competition.

iii) Help and inspire MNAs to run disabled sailing programmes, and disabled people worldwide to take up the sport of sailing.

(c) **ISAF Sailing World Cup**

i) Create an annual series of regattas around the globe that promote the sport, and elite sailors, in the time between Olympic Games.
   - These regattas should encourage local supporting regattas and wider participation.

ii) Provide elite sailors with the best annual “Olympic look-alike” competition.

iii) Provide ISAF and sailors with an event property:
   - that is attractive to sponsors, TV and local spectators;
- at which ISAF can evaluate new formats suitable for the Olympic Games, raise standards in field-of-play management, and develop other ISAF services that promote and raise the appeal of the sport.

(d) ISAF Sailing World Championships (4)
   i) Drive growth in global participation through an ISAF regatta that all nations can enter, and which supports ISAF’s Emerging Nations Programme.
   ii) Raise the media coverage of Olympic Class World Championships, and their sailors and champions, by bringing them all to a combined championships mid-way between Olympic Games.
   iii) Begin the media build-up to the next Olympic Sailing Competition and provide the first opportunity for Olympic Qualification.
   iv) Leave as a legacy a stand-out sailing venue, facilities and race officials for future international competition and to drive growth in local participation.

(e) ISAF Disabled Sailing World Championships
   i) Drive growth in Paralympic class participation through an annual ISAF regatta that all nations can enter, and which disabled sailor and nation support programmes can focus on.
   ii) Provide one “Paralympic look-alike” regatta each year that can be used to test and enhance formats, procedures and promotion of Paralympic sailing;
   iii) Maintain media coverage of Paralympic sailing and sailors between Paralympic Games by show-casing them at an annual combined championships.

(f) ISAF Youth World Sailing Championships (YWSC)
   i) Drive the growth of youth sailing and international competition globally by providing, for sailors of both genders, an accessible multi-class annual Under-19 championships in pre-determined globally available classes.
   ii) Provide a focus championships for ISAF’s development and emerging nations programmes.
   iii) Promote to sailors and MNAs a simple and realistic pathway from “learn-to-race” junior classes to Olympic / adult elite sailing.
   iv) Provide the first opportunity for every MNA’s best sailors to represent their nation in an Olympics-style competition.

(g) Youth Olympic Games (YOG) (4)
   i) Support IOC in its declared principles for the YOG to:
      - inspire young people;
      - celebrate the world’s best athletes;
      - use the YOG as a laboratory for sporting innovation;
      - reach and engage the local youth.)
   ii) Showcase the sport of sailing as appealing and exciting for young people worldwide, with participants becoming role models for their country's youth.
   iii) Clearly and substantially differentiate sailing at YOG from YWSC (e.g. in terms of events, equipment or format).
(h) **Olympic Qualification Events (OQE) (4)**

i) As required by IOC, decide MNA qualification to the Olympics under the supervision of ISAF in a manner that:
   - is open to all IOC members who are MNAs of ISAF, and is merit-based;
   - provides each MNA with at least two qualification opportunities in each Event;
   - provides continental representation at the Olympics.

   **Note:** the current three qualification opportunities seem appropriate for sailing. Consideration should be given to how the number of places available is distributed across these opportunities, and to their order.

ii) Increase the number of nations that compete for Olympic sailing qualification;

iii) Drive growth in local or global participation in competitive sailing;
   - ISAF should select OQEs that assist initiatives and opportunities to raise participation.

(i) **Continental & Major Regional Games (4)**

i) Strengthen sailing in all continents and major regions through its inclusion in all Games that attract government funding and regional promotion;

ii) Strengthen sailing as an Olympic sport by providing an accessible regional step towards future Olympic qualification and participation. Most events and formats should reflect Olympic Events or pathway events;

iii) Raise regatta and race management skills in the region, and leave a legacy of facilities, equipment, race officials and volunteers.

(jj) **Other Regional Games (2 or 4)**

i) Expand international competition by including sailing when appropriate.
   - Events should be those that have the greatest participation within the region.
   - Events using universally available Olympic equipment should be included.

ii) Raise regatta and race management skills in the region, and leave a legacy of facilities, equipment, race officials and volunteers.

(k) **Olympic Class World Championships**

i) Grow participation by enabling each Olympic class to holding its own large-fleet-size, many-MNA, annual championship regatta.
   - This may result in a need for qualification regattas that drive further participation.

ii) Enable each class to grow its popularity and media reach, strengthen its race management, deliver value to its sponsors, improve the format and presentation of its racing, and leave legacies in all continents and regions.

(l) **Olympic Class Continental Championships**

i) Promote and grow Olympic class activity and participation, and therefore the aspiration of Olympic participation, on all continents.
ii) Establish 100-point regattas for all Olympic Classes on all continents.

**(m) Olympic Class Age Championships**

i) Encourage and support the development of sailors from Youth to Olympic level competition.

ii) Retain, as active international participants, sailors of all ages.

**(n) 100-point Regattas**

i) Recognise the leading Olympic class sailing regattas on each continent, and encourage both local and overseas participation at them.

ii) Establish consistent and high quality event and race management on all continents.

**(o) 50-point Regattas**

i) Recognise regionally-important Olympic class sailing regattas, and encourage regional participation at them;

ii) Identify events that can help raise regional event and race management expertise.

4. **ISAF Regatta Calendar & ISAF World Sailor Rankings**

4.1 The ISAF Calendar and ISAF Rankings are the two programmes that together enable ISAF to give structure to the Olympic-related event properties identified above.

4.2 The ISAF Calendar provides an ISAF-managed regatta schedule that supports the strategy objectives, minimises regatta conflicts, and assists with forward planning by sailors, event organisers and other stakeholders. The ISAF Rankings recognises and publicises sailor performance at ranked regattas over a 12-month period, and provides the basis for qualification to the elite regattas. For elite sailors, the calendar seeks to enable the efficient shipping of equipment from regatta to regatta.

4.3 The calendar is structured around the following “Continental Windows”:

(a) Oceania: Mid-November to Mid-January

(b) S America, Caribbean: Mid-January to Mid-March:

(c) Europe: Mid-March to End-June

(d) Asia: Mid-Sept to Mid-November

(e) “Open window”: July to Mid-Sept

*Note: It is recognised that currently northern North America and Africa do not have their own window. Major events in northern America are typically held in the open window. Africa is an emerging continent and spans both hemispheres, and ISAF does not want at this time to specify when it should hold events. It is expected that Southern Africa would host events in the time of windows (a) and (b) above, and Mediterranean Africa between mid-March and mid-April.*

4.4 Regatta Point Categories

(a) 200-point regattas are SWC Rounds and Final, and Olympic Class World Championships (including the ISAF Sailing World Championships).

(b) 100-point regattas are Olympic Class Continental Championships and other major international Olympic class regattas.

(c) 50-point regattas are other international Olympic class regattas.
4.5 To help overseas sailors plan to attend, 200 and 100-point regattas are required to be held either in the host continent’s window, or in the open window. If they are held outside these times, their ranking points are reduced by one level. 50-point events are not date-constrained.

4.6 Sailing’s “centre of gravity” is Europe, but ISAF’s strategy is to grow sailing on all continents of the world. Regattas outside Europe should not be disadvantaged by the Rankings System, or made less attractive to attend than regattas in Europe.

4.7 100-point regattas are those on a continent that attract the continent’s best sailors and visiting overseas sailors. 50-point regattas play a key role in widening the local base of the Olympic sport. Both incentivise sailors to compete locally. They help local sailors climb the Rankings and have their success recognised without expensive travel. It is important for ISAF to liaise with MNAs and Olympic Classes and grow the number of 50-pointers on all continents, and to report the total number of ranked sailors to the IOC.

4.8 To be ranked, a regatta is currently required to agree its dates with ISAF 6 to 9 months in advance (regulation 27.1.1). Classes planning their own events, and sailors planning their international travel, require longer notice. A submission will be made in November 2015 proposing the following requirements:

(a) 200-pointers: agree dates prior to 1st January of preceding year;
(b) 100-pointers: agree dates prior to 1st July of preceding year;
(c) 50-pointers: agree dates prior to 1st January of year of regatta (or at least 6 months before the regatta if that date is earlier).

The submission will also require the ranking level to be stated in the NoR, and will state that, unless there is good reason otherwise, calendar clashes are resolved in favour of the higher ranked, then earlier submitted regatta.

4.9 The requirement to qualify for Sailing World Cup Rounds and Final has made the ISAF Rankings system relevant to leading sailors. Major changes to the calculation at this time would be unfair and unwise. ISAF is establishing a supporting process that enables Rankings questions to be promptly answered and omissions in the system to be corrected. It will also be proposed that some “Closed entry” regattas are ranked; it is important for the strategy that sailors should be able to count good results in those closed regattas (e.g. Regional Games) that are key target regattas for regional NOCs and attract local funding and publicity.

Chris Atkins, ISAF Vice President, Events
Pablo Masseroni, Chairman Events Committee
Alastair Fox, Head of ISAF Competitions Department
27 March 2015
2020 Olympic Qualification

Discussion Agenda

**Background**

The 2016 Olympic Qualification System was driven by IOC requirement and guided by the ISAF Olympic Commission Report and Submission 073-12. The system was constrained by prior commitments to award 50% of places to the 2014 ISAF Worlds in Santander. At this point in time, it may be too early to assess the strengths and weaknesses of the 2016 system, particularly the Continental portion. Although future IOC requirements for 2020 are unknown, there are no other prior constraints on the 2020 system.

**Discussion**

1. **Possible Qualification Events:**
   - 2018 ISAF Worlds
   - 2019 or 2020 Olympic Class World Championships
   - 2019 SWC Final
   - Continental SWC Events or Continental SWC Qualifiers
   - 2019 Regional Games
   - Continental Championships of Olympic Classes
   - Other Events

2. **Regional Games and SWC Events as Continental Qualifiers.** Submission 073-12 mandated the use of continental SWC events as the continental qualifier, but the evolution of the SWC events to a restricted field of 40 boats made this requirement impractical in some cases. The 2016 system utilizes the Pan Am Games in a relatively minor way but the Regional Games are an imperfect solution as well. Other possibilities for consideration include the continental SWC qualification event that precedes the SWC event for that continent, standalone events, as well as the Continental Championships of the respective Olympic Classes.

3. **Order of Events.** Based on self-interest, every non-European borderline nation recognizes that their best chance of qualifying relies on the Continental Event being the final event. Their hope is that the best nations from their respective continent will qualify at the World level and leave the continental place open to the remaining nations from that continent. Conversely, every borderline European nation has their self-interest served if the continental events precede the final World level event. If the purpose of the IOC and ISAF is to promote universality, then the best interest of sailing and sport is served with the continental event as the final event.

4. **Proportion of Places at Events.** Fifty percent awarded at the ISAF Worlds in the second year of the cycle may have been too much, too early, and too limiting for dividing up the remainder of places. However, that constraint did lead to the concept of “every continent gets one place,” and avoided the difficult discussion of which continents deserve more places than others. Continental
proportionality based on number of MNA’s, past participation and past results seems fair but can easily lead to predetermined results and declining universality. For example, a mathematical system would likely award Oceania two places at most in each class, and we know that AUS and NZL would win those places and every other nation in Oceania would then have an even more difficult path than before.

5. **Number of Events.** Three annual opportunities becomes 25-30 events for ISAF to manage and monitor (ISAF Worlds, plus 10 annual Worlds, plus 6 continental events). Two opportunities may be sufficient for fairness.

6. **Examples.** Using classes with an Olympic Quota of 20 boats, two or three opportunities, various order, and various proportionality.

<table>
<thead>
<tr>
<th></th>
<th>2018 Worlds</th>
<th>2019 WC or SWC Final</th>
<th>Continental Events</th>
<th>Host</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>7</td>
<td>6</td>
<td>6 (one per)</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>3</td>
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<td>20</td>
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<td>10</td>
<td>3</td>
<td></td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>b.</td>
<td>3</td>
<td>13</td>
<td>3</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>16</td>
<td>0</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>c.</td>
<td>3</td>
<td>10</td>
<td>6</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td></td>
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<td>13</td>
<td>6</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>10</td>
<td>9</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>3</td>
<td>16</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>d.</td>
<td>0</td>
<td>10</td>
<td></td>
<td>9</td>
<td>120</td>
</tr>
</tbody>
</table>

7. **Decision Timeline**

   a. If the 2018 ISAF Worlds is used, then ISAF will need to announce the 2020 Olympic Qualification System either prior to, or simultaneously with the 2018 ISAF Worlds Qualification system. Assuming the 2018 ISAF Worlds Qualification is based on the 2017 Worlds results, or the 2017 SWC Final, and/or a 2018 Rankings release date, then that implies a final decision at the November 2016 ISAF AGM, although even that timeline would be extremely short notice for participation in Melbourne and Miami or an early 2017 Olympic class WC which could influence the qualification. Ideal announcement would be following the May 2016 Midyear meeting although that may require an email vote of Council.
b. If the first qualification events are held in 2019, and qualification for those events occurs during 2018 then ISAF should announce the 2020 Qualification System no later than the November 2017 ISAF AGM.

8. **Unknowns**
   a. IOC Guidelines
   b. Additional medals for Kites
   c. Sailing Athlete quota
   d. 2017 and 2019 Worlds dates
Appendix 4

Events Committee – May 2015

2020 Olympic Sailing Competition Format

**Background:**
- Decisions on 2016 Olympic Format Competition
- Conclusions of previous reports from 2016 Olympic Sailing Working Party to continue its work towards further development of format
- Development of ISAF Sailing World Cup Events
- Risk of not being active

**2020 Olympic Format:**

1) **Decision making process**
   - defining Events Committee involvement in Olympic Format Decision
   - cooperation to Race Officials Committee and its Sub-committees, Athletes Commission, Coaches Commission, Olympic Classes, …

2) **Number of days and number of races per day – possible options**
   - copying 2016 Olympics schedule
   - copying ISWC events schedule plus reserve days
   - copying Classes Championships updated if necessary

3) **Courses – possible options**
   - copying 2016 Olympics courses
   - copying Classes Championships courses
   - testing alternative courses (ISWC Events)

4) **Target times**
   - copying 2016 Olympics target times or
   - updating target times while testing alternative courses

5) **Relation to spectators and broadcasting**
   - do implemented changes increase spectators and broadcasting attention?
- traditional universality or modern changes (revolution)
- new technologies: starting procedures, judging/ umpiring

6) Relation to ISWC and Qualifying events
- copying Olympic Format (reserve days taken into consideration) or
- testing alternative courses and format
- entry procedures and entry fee
- event’s leadership

7) Impact on ISAF Strategies
- linkage between Executive and Events Committee to follow

8) Relation to other committees
- Events Committee cooperates to other committees and commissions who shall contribute by their terms of reference
- Events Committee – leading positions collecting final data and opinions

9) Areas to be considered in particular
- implementation of “kick off” series plus scoring
- Medal Race Format
- discards
- human factor’s impact (rule 42, starting procedures)

Timelines:
1) Strategic decisions – May/ November 2015
   - role of Events Committee
   - flow state, evolution or revolution
   - creating Working Party
   Strategic decisions define amount of work
2) Basic timelines proposed as follows:
   - draft final document - November 2016
   - updates if necessary – May 2017
Appendix 5

**Coach Boat Regulations**

At the February 2015 ISAF Executive Committee meeting it was agreed that the Rio 2016 Technical Delegate should consult with the Coaches Commission, the Athletes’ Commission and the Events Committee in order to finalise a new set of Coach Boat Regulations for the Olympics and ISAF Events.

I am working on a new draft of the regulations – these will now be known as the Support Team Regulations and they will include specific regulations for coach boats.

There are 2 specific issues that have been discussed within ISAF over the last year:

1) The Coach Boat Zone
2) Electronics on board coach boats

In order to deal with these two issues the following questions have been sent to the Coaches Commission, the Athletes’ Commission and to 5 representatives of the Events Committee.

1) Should we have the same regulations at the Olympic Games and ISAF events?
2) Should the Coach Boat Zone apply for live TV course areas, all course areas or should we allow coach boats to move around the Field of Play?
3) If we allow coach boats to move around the Field of Play should we enforce a 100 metre rule or a 50 metre rule from any start, finish, mark or boat racing? It should be noted that whatever the decision for Question 2 we will still allow coach boats to move around the Field of Play for safety reasons.
4) Should there be restrictions on the electronics coach boats may have on board and that coaches can use?
5) If the answer to Question 4 is yes, how should ISAF enforce and police these rules?
6) Should coaches be allowed to use phones or tablets on the water to communicate and use social media to increase the coverage of events?

A great deal of feedback has been received and following the ISAF Mid-Year meeting I will work on a new set of Coach Boat Regulations for the Olympic and ISAF Events.

Alastair Fox.
Head of Competitions.
Aarhus 2018 ISAF Sailing World Championships

The contract for the Aarhus 2018 ISAF Sailing World Championships was signed by ISAF and the City of Aarhus on 29 April 2015.

The City of Aarhus will deliver the Championships alongside its partners: Sailing Aarhus, Sport Event Denmark and the Danish Sailing Association.

The dates of the Championships are 30 July – 12 August 2018.

A test event will be held in August 2017.

Aarhus will host an ISAF Emerging Nations Programme in 2017 and 2018.

Following feedback from the Sailing Aarhus, the Olympic Classes and the International Kiteboarding Association the event quotas have been set at:

<table>
<thead>
<tr>
<th>Class</th>
<th>Quotas</th>
<th>Groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>RS:X Men</td>
<td>100</td>
<td>2 x 50</td>
</tr>
<tr>
<td>RS:X Women</td>
<td>80</td>
<td>2 x 40</td>
</tr>
<tr>
<td>Laser</td>
<td>165</td>
<td>3 x 55</td>
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<tr>
<td>Radial</td>
<td>120</td>
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<tr>
<td>Finn</td>
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<td>2 x 45</td>
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<tr>
<td>470 Men</td>
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</tr>
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</tr>
<tr>
<td>49er FX</td>
<td>80</td>
<td>2 x 40</td>
</tr>
<tr>
<td>Nacra 17</td>
<td>80</td>
<td>2 x 40</td>
</tr>
<tr>
<td>Kiteboard Men</td>
<td>90</td>
<td>3 x 30</td>
</tr>
<tr>
<td>Kiteboard Women</td>
<td>30</td>
<td>1 x 30</td>
</tr>
</tbody>
</table>

Alastair Fox.
Head of Competitions.
ISAF Youth World Sailing Championship

Multihull Equipment

A submission from Yachting Australia

Purpose or Objective

Following the selection of the NACRA 17 as the equipment for use at the Olympic Games in 2016 (with a possible commitment to 2020), to determine the most appropriate multihull for use at the ISAF Youth Sailing World Championship.

Proposal

To evaluate, select and introduce as soon as possible, suitable equipment for the Open Multihull event at the ISAF Youth Sailing World Championship.

Current Position

Either the Hobie 16 with Spinnaker or the Sirena SL16 can be used at the ISAF Youth World Sailing Championship.

Reasons

1. Sailors and MNAs do not see the Multihull event at the ISAF Youth World Sailing Championship as offering a relevant pathway to the Olympic Games. Numbers attending the event have not changed for several years. This is due, at least in part, to the equipment used and uncertainty over which of the two available boats will be used.

2. When the issue of the appropriate Multihull class for use at the ISAF Youth World Sailing Championship was considered in 2011, it was agreed that any action should be delayed until the Multihull equipment for the Olympic Regatta had been decided. The NACRA 17 is to be used in 2016.

3. The NACRA 17 is modern, lightweight boat, designed with a spinnaker and lifting centreboards. It is appropriate for the boat used at the ISAF Youth World Sailing Championship to have the same characteristics at the boat to be used at the Olympic Games, as is the case with other boats used at the Championship. For example, the 420 has similar characteristics to those of the 470. The Evaluation Trials prior to the selection of the NACRA 17 clearly demonstrated that there are a number of multihulls available that meet this requirement. The Hobie 16 and the Sirena SL16 do not.

4. Regulation 24.4.9 provides for only one class to be used for each event at the ISAF World Youth Sailing Championship. For example, the boat used for the Girl’s and Boy’s Two Person Dinghy event is the 420. There is no choice. MNAs can therefore reliably invest in this equipment. There should only one Multihull listed, consistent with the other events.
Youth Multihull Evaluation
Evaluation Panel Report
16 October 2014

1 Introduction
ISAF Council approved in November 2013 Submission 052-13: To evaluate, select and introduce as soon as possible, suitable equipment for the Open (or Mixed) Multihull event at the ISAF Youth Sailing World Championship. The submission highlighted that the new equipment should have daggerboards and a spinnaker. The acceptance of this submission has the effect that the current equipment choices, the Sirena SL 16 and the Hobie 16 no longer meet the criteria for the equipment to be used at the event in the future.

2 Summary Recommendation
The Evaluation Panel recommends the NACRA 15 catamaran be selected as the multihull for the ISAF Youth Sailing World Championships. The NACRA 15 is a new design featuring curved dagger boards and rudder elevators with an emphasis on robust construction and a price of €11,850 (ex.Tax. ex.Works) The NACRA 15 provides a clear pathway to the Olympic NACRA 17.

3 Evaluation Panel
At the 2014 ISAF Mid-year Meeting in May 2014 an Evaluation Panel was formed:
Dina Kowalyshyn, Chairman (Equipment Committee), Cédric Fraboulet (Equipment Committee), Nadine Stegenwalner(Events Committee), Cathy Macaleavey (Youth Worlds SC), Enrique Figueroa (Multihull advisor).

The timeline established at the Mid-year meeting to meet the requirements of the Youth Worlds Subcommittee’s site selection process was to produce a report for consideration at the 2014 ISAF Annual Conference.

4 Request for Information
A Request for Information (RFI) document was published at the beginning of July of 2014. The RFI was used to survey the commercial marketplace and solicit feedback from suppliers on boat characteristics, and to determine if there was any group willing to commit to the financial responsibility of supplying and maintaining at their cost, the multihull equipment for the ISAF Youth World Championship each year.

Four applications were received by the deadline of 15 August 2014 with the required application fee:
Bimare 16, NACRA 15, NACRA F16 and RS Sailing

Prior to the deadline, ISAF received correspondence from Goodall Designs, the producer of the Viper F16. The Viper had participated in the Olympic Multihull Selection Trials in Santander in 2011 and had received high evaluation scores. In email received by ISAF to explain why Goodall would not make a submittal in response to this RFI it was stated that: “…Goodall Design is not prepared to offer the VIPER F16 to ISAF for the Youth World Championships as there is no viable business model for supplying VIPER F16 for the Youth Championships. Goodall Design strongly supports the selection of the VIPER F16 as a pathway class for youth development.”

The Evaluation Panel reviewed the bid documents which were received and held a conference call on 28 August 2014 to further develop the final Request for Proposal and discuss the submittals.

The panel considered RS Sailing’s submittal that proposed to manage a boat to be designed by the ISAF Evaluation Panel. The Evaluation Panel agreed that due to the limited time available, they favoured a proposed boat that was at least at the prototype stage. The Staff was directed to contact RS Sailing with this decision.

Also, from discussion during the conference call, it was agreed that further information should be sought from Bimare in relation to their business plans to supply the boats to the Youth Worlds. Cédric Fraboulet was asked to approach Bimare’s French intermediary for further details.
5 Request for Proposals

In order to have the proposals on the same comparable basis, a Request for Proposal (RFP) was issued focusing on the costs involved to supply the boats to the Youth Worlds, and refining the physical requirements. The final RFP was released on 23 September 2014 and is attached. This was circulated to the four participants. A response was received from NACRA within the deadline.

Bimare had submitted a bid document and application fee through their French representative, but around 17 September Lallo Petrucci of Bimare Catamarans released a statement on the internet that: “BIMARE chose not to bid for having one of its catamarans as the next ISAF Official Youth Multihull for financial reasons basically the same already made known by Goodall Design with their recent press release. The calculations carried out by Brett Goodall are self-explanatory and we have nothing to add.” Bimare did not respond to the Request for Proposal.

The Evaluation Panel had two compliant bids, the NACRA 15 and NACRA F16. Both NACRA models were submitted for consideration with aluminium one-piece masts. There is a table below comparing the two NACRA designs to the Hobie 16 and the SL 16 which should be familiar to committee members. The costs of new boats are included in the table.

6 Conclusion

NACRA’s bid documents make it clear that they consider the NACRA 15 the best choice for the Youth Multihull equipment. The new NACRA 15 was designed specifically to meet the characteristics derived from the 2013 submission accepted by the ISAF Council. Cost and durability have been use to control the design of the new boat, along with consideration of the target crew weight. NACRA considered the pathway to the Olympic equipment when designing and used its lessons learned from production of the NACRA 17 to make choices for the NACRA 15 to ensure durability and ease of maintenance. The cost of the NACRA 15 aligns well with the other Youth Championship equipment, with a base price of €11,850. This price includes €1,200 per boat to cover the cost of supplying the fleet at the Youth Worlds. The base price (ex. Tax) in Europe of the 29er is £7,125, 9,000€ (Ovington’s website, in the US this is $13,000 USD).

There are 2 prototypes of the new NACRA 15 and these boats were examined by members of the panel at the ISAF Sailing World Championships in Santander. Reports received after Santander were positive and noted that the boat employed similar systems to the Olympic NACRA 17 making it a good pathway to the larger boat.

The NACRA F16 is considered to be more powerful than required for the target crew weight range with larger jib and gennaker than the NACRA 15 making it require more strength for the sailor who is crewing. The NACRA F16’s cost is greater than the projected cost of the NACRA 15. It fits the F16 box rule and offers competitive racing in many nations. It is used by some nations to train youth sailors, but those tend to be older and more experienced in multihull sailing. An F16 is a high performance class that is open to development and if selected the NACRA F16 of today may not be competitive in the F16 fleet 5 or 6 years from now and therefore would not offer older sailors the same training benefits. The NACRA F16 was not seen by the Evaluation Panel to offer major advantages over the NACRA 15 in terms of sailor development.

Based on these discussions the Evaluation Panel recommends the NACRA 15 be selected as future equipment for the ISAF Youth Sailing World Championship equipment. The NACRA F16 does not provide significant advantages in sailor development, it is less durable and costs approximately 4640€ more than the NACRA 15. The NACRA 15 is heavier than the F16 to make it more durable and the overall size and sail areas have been adjusted to meet the needs of the age group. This can be seen by comparison to the SL 16 where hull length and beam are very similar and although the NACRA 15 is lighter it has reductions in mainsail, jib and gennaker areas. The sail area to weight ratio is nearly the same between the SL 16 and the NACRA 15. This gives confidence that similar sized sailors will be served by this new platform. The NACRA 15 is believed to have a higher optimum crew weight than the SL 16, because of the combination of high overall buoyancy of the hulls for a given length and comparatively high lateral resistance. The lifting boards allow the platform to carry heavier crews in displacement mode as well as power-up in lighter winds. Conversely the ability to lift the boards will allow the lighter crews to compete in the upper wind ranges.
### 7 Equipment Comparison Table

<table>
<thead>
<tr>
<th>Data</th>
<th>Hobie16</th>
<th>SL 16</th>
<th>NACRA F16</th>
<th>NACRA 15</th>
<th>N15-F16</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current Youth Multihulls</td>
<td>Future Youth Multi Bids</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<tr>
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<td>2.5</td>
<td>2.34</td>
<td>-0.16</td>
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<td>3.7</td>
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<td>17.5</td>
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<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Daggerboards</td>
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<td>No</td>
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</tr>
<tr>
<td>Complete Price € - excl. tax</td>
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<td>€12,200*</td>
<td>€16,500</td>
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</tr>
<tr>
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<td>Hobie Cat</td>
<td>Sirena</td>
<td>NACRA / CMI (THA)</td>
<td>NACRA / CMI (THA)</td>
<td></td>
</tr>
</tbody>
</table>

*estimated*
General Review

The NACRA 15 is a new catamaran specifically designed by Morelli & Melvin (USA) to meet the youth multihull evaluation criteria. At 4.70m long, the modern hull shape combined with curved daggerboards creating vertical lift, is designed to have a wide competitive crew weight range, lower sheet loads and promote new skill factors on the pathway to the Olympic NACRA 17. The NACRA 15 also features small winglets on the rudder blades which NACRA believe will enable the pitch and semi-flight mode to be better controlled by the teams.
Evaluation Panel Feedback

This is a new design, and is not in conflict with existing F16 box rule, and therefore not subject to development pressures to remain competitive. Production of the boat will meet ISAF’s need to have boats available to purchase by November of 2015. If selected, will need initial allocation of orders by ISAF. If selected, it is envisaged production would commence in Spring 2015, production would be up to 15 boats per month.

Builder and Dealer Distribution

Manufacture-controlled one design. Hulls built at CMI Thailand (Approx. 750 NACRAs of different classes have been built at CMI in last four years). Boats distributed from NACRA International, NED. Sails made by Performance Sails/NED.

Worldwide dealer network & distributors (availability/easy access, training camps, grass root-sailing…. pathway NACRA 460, NACRA 500, NACRA 570, NACRA 580, NACRA Sailing schools already established). Dealers: ARG, AUS, BEL, BUL, CAN(2), CHI, CHN, EST, ESP(3), FRA(4), FIN, GBR(2), GER, HUN, ISR, ITA(2), NED, NOR, POR, SIN, SUI, UAE, USA (15)

Hull Construction

Glass fibre, vinylester resin, sandwich construction.

Class Association

There is an established international NACRA Class Association covering the range of NACRA catamaran models, with worldwide activities and experience in event organization.

Provisions of Selection

Subject to the following:

Signing of an ISAF / Builder Youth Worlds Supply Agreement

Price stays fixed at MNA start-up discount price of €10,450* for first 75 boats ordered, or until 15 April 2015 whichever is the earlier. ISAF will control allocation of first 75 boats.

After the first 75 boats are ordered or 15 April 2015 (whichever is the earlier), the price will be €11,850. NACRA agree that ISAF will under contract control any subsequent price until November 2019.

Price ex VAT, ex Works (NED).
9 Boat Name: NACRA F16
Entrant: NACRA Sailing International

General Review
The NACRA F16 was launched autumn 2011, designed by Morelli and Melvin (USA): Modern hull design with stiff platform. Daggerboard case updated in 2014 to accept curved daggerboards. Rudder elevators added.

MNA Sailor Feedback
Feedback from 2012 Multihull Evaluation of crew weighing 143kg and 146 kg: Crew too heavy in light to medium wind.

Builder and Dealer Distribution
Manufacture-controlled one design. Hull Builder: Composite Marine International (CMI), Thailand, Sails Performance Sails/NED. Boats distributed through NACRA Sailing International (NED).

Worldwide distribution network (84 dealers) - availability/easy access, training camps, grassroots-sailing…. pathway Nacra 460, Nacra 500, Nacra 570, Nacra 580, NACRA Sailing schools already established

NACRA Dealers: including ARG, AUS, BEL, BUL, CAN(2), CHI, CHN, EST, ESP(3), FRA(4), FIN, GBR(2), GER, HUN, ISR, ITA(2), NED, NOR, POR, SIN, SUI, UAE, USA (15)

Hull Construction
Glass fibre, epoxy resin, PVC foam core, carbon fibre reinforcement, vacuum bagged.

Class Association
There is an established international NACRA Class Association covering the range of NACRA catamaran models with worldwide activities, experience in event organization.

Provisions of Selection
Subject to the following:
Signing of an ISAF / Builder Youth Worlds Supply Agreement

Price stays fixed at MNA start-up discount price of €14,950* for first 75 boats ordered, or until 15 April 2015 whichever is the earlier. ISAF will control allocation of first 75 boats.

After the first 75 boats are ordered or 15 April 2015 (whichever is the earlier), the price will be €16,500. NACRA agree that ISAF will under contract control any subsequent price until November 2019.

*Price ex VAT, ex Works (NED).
Request for Proposal of Equipment
for the Two-Person Open/Mixed Gender ISAF Youth Sailing World Championship Multihull
For the Period 2017 – 2021

1. **Introduction:** ISAF seeks a modern, lightweight catamaran designed with spinnaker and daggerboards to be used for the ISAF Youth Sailing World Championships.

2. **General Instructions and Information to Offerors**

   Point Of Contact – Simon Forbes, ISAF Technical and Offshore Manager email: technical@isaf.com

   ISAF will select the Two Person Mixed/Open Multihull for the 2017-2021(or 2018-2022) Youth Sailing World Championships in November of 2014 (or 2015) per ISAF Regulation 24.4.5.

   A request for information was published and four Offers with application fees were received.

   No physical evaluation event is planned where all potential equipment is gathered in one location.

   Documentation as required in Section 5(c) will be considered as the Offerors Notice of Intent to participate. This documentation is primarily the construction plans for the proposed equipment and any class rules or supporting information (for more details see 5.c below). Disclaimer - Information presented in this Request for Proposal (RFP) is subject to change and that incurring expenses or beginning to formulate an approach in preparation for the selection based on information presented in the RFP is solely at the potential offeror's risk.

   In order to assess on a comparable basis the offers, the offerors are requested to submit business plans on the basis of a proposed agreement by ISAF to select the equipment for five years. The deadline to submit these business plans is Monday 29 September.

3. **Evaluation Criteria**

   The Offeror shall demonstrate the ability, commitment and present a standardised business plan to supply and maintain at their cost the multihull equipment for the ISAF Youth World Championship each year for the specified time period of five years. This criterion is equal to sailing capabilities in the evaluation. The business plan should address the supply of 25 boats on the following basis:

   - Transport of 3 Containers to and from venue
   - Cost of travelling and subsistence for 2 servicing/repair staff
   - Man hours for the serving/repair staff for 10 days
   - Depreciation of 25 boats
   - Financing costs/interest

   (Total of annual costs above) divided by 70 (a forecast 70 boat sales per year) = additional cost on each boat sold
The proposed equipment must be available for purchase by MNAs by November 2015.

The proposed equipment should highlight the following:

- Represent a distinct pathway to the Olympic multihull
- Athletically challenging to the youth sailors of the world
- Have visual appeal for spectators, media and sailors
- Be equipment that is durable in terms of youth sailing at the higher levels of the sport, but recognizing that the sailors are learning.
- Be equipment that avoids excessive costs for maintenance.
- It is desired that the sailors combined weight will be within the 105-130 kg range

The proposed equipment evaluation will include the following:

Sailing capabilities
- Setting and dousing the spinnaker
- Tacking
- Gybing
- General steering characteristics (course keeping, helm balance)
- Divisions of tasks load for manoeuvres between skipper and crew; does the arrangement work for the tasks?
- Cost, both initial investment and lifecycle. Initial Cost
- Cost control and cost realism considered by price to individuals
- Durability of the hull and of the various parts (longevity)
- Access for maintenance and repair procedures
- Sail costs
- Sail durability to be evaluated by consideration of materials, design and components

Consistency of manufacture delivering fair and reliable equipment. Please provide examples of past performance to substantiate your claims.
Youth Multihull - April 20, 2015 - report submitted by Cory Sertl, Youth World Championships SC chair

Report from the joint working party of the Youth Worlds and Events Committee re: further recommendations concerning the Youth Multihull Event

Cory Sertl (USA) Youth World Championships SC chair, Events: Pedro Rodrigues (POR) who recently ran the Youth Worlds in Tavira, Portugal and Sarah Kenny (AUS) Youth World SC: Cathy Mac Aleavey (IRL) (also on the EQ Evaluation WP), Bruno Marques (BRA), Marek Wojcik (POL).

BACKGROUND: AUS submission 52-13, EQ evaluation (all documents attached)
mid-October 2014- evaluation panel report and recommendation published
November 2- YW SC meeting followed by Events
Situation: no submission "on the table" to consider
YWSC discussion was at the very beginning of the week of the ISAF conference. We met as people first arrived without the benefit of discussion of the Evaluation report and without the benefit of developing a full understanding of what was presented and if any options were available to select equipment at that time. Therefore the committee felt unprepared and not "ready" to endorse anything else but the current equipment listed in regulation and were bound by the current regulation to select equipment for 2017. There was no further substantial debate at the Events Committee meeting following 3 days later.

During the conference there was an opportunity to further discuss many issues; had we had the benefit of these discussions prior to the YWSC meeting held on the first day, our discussion and recommendation may have been more productive.

At the Council meeting, Kim Anderson (EQ chair) presented a report of the evaluation working party together with their committee's endorsement that the future Youth Multihull equipment be the Nacra 15.

As a member of Council I made these comments following the presentation:

Last November council supported submission 52-13 from AUS supporting the desire to find youth equipment better suited to match the direction of the sport reflected in the Nacra 17 in the Olympics.

The desire to retain a youth multihull pathway at the Youth World Championship was supported in this decision along with the desire to make a change as soon as possible.

What happened next highlights some great work but also illustrates the deficiencies in the current system of submissions we use at ISAF to progress good ideas through useful stages of debate and to plan for introduction of new equipment.

The current decision making process and existing regulations requiring the selection of equipment for the Youth event 3 years in advance prevents rapid reaction to new decisions. As soon as possible was not defined. Choosing equipment 3 years out is a long time. The report was not available August 1st or even at a time all the submissions were published. Without a specific submission for this November meeting it was not clear that any equipment other than that in regulation could be recommended for 2017.

For the youth worlds the boat Suppliers are our partners, they supply equipment free of charge. It is important for ISAF to send a clear message to our business partners to ensure the stability of the event and for them to make sound business decisions. When we do intend to make a change it is important to clarify this situation.

As soon as possible in our regulations is 2018, but for the marketplace and for youth sailors who have an opportunity to compete in this championship each year, this is a very long time. This is different than Olympics, the youth event is held every year, not a 4 year Olympic cycle.

With these comments, I reaffirm support for the AUS submission from the Youth Worlds subcommittee and the intention to more fully consider how to achieve the objective to introduce a new youth multihull as soon as possible.
Following my comments there were a few others made about making future submissions to ensure a change could be made for the 2018 event.

January 2015 - joint working party via Skype call and agreed the following:

1) Re-confirmed desire to continue having a multihull as an event at the Youth Worlds, re-confirming that we should change from the current equipment - all agreed not necessary to discuss further: time to move forward.

2) Working Party recommends YWSC accept EQ committee recommendation with satisfactory confirmation of terms of supply of equipment

3) Recommendation about the timeline. When is “as soon as possible” to introduce new equipment? 2018 - confirm at November 2015 meeting as per regulations (3 years in advance)

4) Open or Mixed - agreement of group to recommend the event to remain “open” for 2015, 2016, 2017. Change to mandatory mixed for 2018 to reflect the Olympic path and to coincide with change of equipment.

April 2015 - via e-mail - the joint working party was consulted about the possibility of introducing the Nacra 15 at the 2017 (July) edition of the event in ISR. There was concern that this did not follow the regulations requiring 3 year notice and concern about any existing agreements (verbal or written) with Sirena Voile re: SL16. Clarification of this situation has been requested.
IFCA Request to waive ISAF Regulation 25.2.5 (ISAF Approval of World Championships and other Events)

Following an Equipment Committee review of Classes compliance with ISAF Regulations concerning their World Championship participation and number of World Championship titles issued, a number of ISAF Classes received warning letters from the ISAF Technical Department in February 2014. The International Funboard Class Association (IFCA) was flagged up for failing to comply with regulation 25.2.5 due to having too many World Championships and low participation in some. As a result of that letter the following letter below was received from IFCA on the 11th December 2014.

Note: The PWA (Professional Windsurfing Association) is mentioned in the letter and they are not an ISAF Class but an ISAF Major Event (ISAF Regulation 25.8.17) permitted to hold World Championships in non-racing windsurfing disciplines.

The ISAF Executive Committee are kindly requested to consider the IFCA application for to waive ISAF Regulation 25.2.5 and thus being permitted to hold any number of World Championships.

ISAF Executive Committee February 2015 decision was as follows:-

The Executive Committee thought the International Funboard Class Association’s request was not specific and suggests they put it into a submission for consideration at the Annual Conference 2015.

Reference: IFCA and World Titles

Dear Jason,

I am writing to you on behalf of my class to ask you to consider making an exception to ISAF Regulation 25.2.5 for IFCA. This regulation, that limits a class to a maximum of 4 World Championship titles, is not appropriate for an organisation that is actively engaged in 3 disciplines of our sport of windsurfing – racing, wave expression, and freestyle. As the class name suggests – International Funboard Class Association – our remit, and our membership, embraces all aspects of “funboarding”; activity which represents the majority of active windsurfers worldwide.

Historically (pre 2000) the class had not been limited to 4 titles, and IFCA was able to act responsibly and award more titles as the circumstances determined; although the situation was less complicated back then as the main disciplines were just racing and waves. The development, and growth, of “modern” freestyle has changed the game!

IFCA has always been at the forefront of the development of the sport, focusing its attention on fairness (production board rules) and junior/youth & “masters” divisions. The current limitations
within the ISAF Regulations governing the organisation of world championships is also limiting the growth of the sport.

In more recent times ISAF have made a similar exception by allowing the PWA to claim multiple World titles based upon discipline. PWA world tour also has racing, wave and freestyle disciplines within which they award titles for – Men, Women, & Youth (men & women). Throw in the Indoor World titles and it becomes an extensive list!

I would welcome the opportunity to discuss the issues raised with you in much greater detail.

Kind regards,
Bruno de Wannemaeker
IFCA President
ISAF Classes Failing to Comply with ISAF Regulations

This information is prepared from the best of knowledge and contains data from the Annual Class Reports, Notice of Races, Results Published and other research and findings. There is a possibility of oversights or misunderstandings within this information.

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<td>Techno 293</td>
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<tr>
<td>Class 40</td>
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<td>Class rule changes made without following ISAF Regulations. (Reg 10.11)</td>
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<td>Star</td>
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<td>TP52</td>
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<tr>
<td>IMOCA 60</td>
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ILCA Request for Laser Radial U21 World Championship and Laser Masters World Championship

The letter below has been received from the International Laser Class Association (ILCA) regarding the Laser Radial Under 21 (U21) World Championship and the Laser Masters World Championship.

Laser Radial Under 21 World Championship 2014 – ISAF Events Committee Decision November 2013
The previous request for such a World Championships in 2014 that is mentioned in the letter was received in October 2013, and the minutes of the Events Committee that was asked to decide on the request are:

The Executive Committee requested the Events Committee to make a decision on a late request received from the Laser Class for an additional Laser Radial Woman’s Championship. The Committee agreed for them to have the additional World Championships. This decision was taken to solve an urgent situation, however, it was agreed that such a request should follow a due process in the future and not dealt with by the Events Committee in such a matter. Vote: 8 in favour, 6 against, 7 abstain

Laser Radial Under 21 World Championship 2015 – ISAF Executive Committee February 2015 Decision:

The application for the 2015 Laser Radial Women’s Under 21 World Championship was not approved as it was not in accordance with the Regulations. The request was also very late. The Laser Class is asked to submit their various World Championships to ISAF in accordance with the regulations so that proper consideration can be given. The Executive Committee request that the Events Committee include the general matter of World Championship policy on their agenda at their 2015 Mid-Year meeting.

Laser Masters World Championship 2015 - ISAF Executive Committee - February 2015 Decision:
The policy on the matter of an event title being a World Championship where no actual title is awarded is not clear in the regulations. The Executive Committee request that the Events Committee include the general matter of World Championship policy on their agenda at their 2015 Mid-Year meeting. In the meantime, the Executive Committee approve that ILCA is permitted to continue its current practice of organising a Laser Masters World Championship.
By email 19 January 2015:

The President and Executive Committee Members
International Sailing Federation
Ariadne House
Town Quay
Southampton
SO14 2AQ
c/o Jason Smithwick, Head of Technical and Offshore

Dear Mr President and Executive Committee Members

**Request for ISAF approval of:**

1. the Laser Radial Women’s Under 21 World Championship
2. the Laser Masters World Championship

**Laser Radial Women U21**
Following an ISAF initiative for all Olympic classes to provide an additional step in the Olympic pathway from youth to senior the Laser Radial Women’s U21 World Championship was successfully introduced in 2013 alongside the existing Laser Standard Men’s U21 Worlds. It easily achieved ISAF minimum criteria with 93 entries from 32 countries and 3 continents. The championship was repeated in 2014 achieving 57 entries from 23 countries and 4 continents.

The Laser Radial class provides racing for all ages with all the racing at world level split by gender following IOC preference.

For information the matrix of the Olympic pathway in the current one person dinghy equipment (2 ISAF classes) is;

<table>
<thead>
<tr>
<th>World Championship</th>
<th>Female</th>
<th>Male</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laser Radial Youth</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Laser Standard Youth</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>Laser Radial Adult U21</td>
<td>YES</td>
<td>no</td>
</tr>
<tr>
<td>Laser Standard Adult U21</td>
<td>no</td>
<td>YES</td>
</tr>
<tr>
<td>Laser Radial Adult</td>
<td>YES</td>
<td>YES #</td>
</tr>
<tr>
<td>Laser Standard Adult</td>
<td>no</td>
<td>YES</td>
</tr>
</tbody>
</table>

# Laser Radial Men’s World Championship – although the Laser Radial is not used as men’s equipment in the Olympics it is a long established (1989) world championship. It is a very popular class for lightweight men particularly in Asia and easily meets ISAF World Championship criteria.

Matrix Summary:
Laser Radial - 5 world championships – 5 x **YES** underlined
Laser Standard – 2 world championships – 2 x **YES**
ISAF Regulations allow ISAF classes the automatic right to award up to 4 World Championship titles provided certain minimum criteria are met. The regulations also provide two further options for approving extra world championships:

“25.2.7 However the above rights (4 world titles) for a Class selected by ISAF as equipment at the next Olympic Sailing Competition may be restricted or amended by the Olympic Classes Contract”

“25.6 Other World Championships ISAF may approve other events as World Championships upon written application made by a National Authority, Class Association or an organizing authority (as defined in the RRS).”

The Laser Radial Women’s U21 World Championship was approved by the Events Committee at the November 2013 Annual meeting.

As there are different opinions on the Events Committee decision and minutes we respectively request the Executive Committee to confirm, on behalf of ISAF, the Laser Radial Women’s Under 21 World Championship as a fifth world Championship for the Laser Radial class providing it continues to meet the minimum number of entries, countries and continents as defined by regulation 10.4 (b).

**Laser Masters**

Masters sports competitions (generally 35 to over 80 years old) are growing year by year across all sports. Sailing is attractive for older people who increasingly look to sport as a way of keeping fit and healthy. The ISAF web site actively promotes “SAILING a LIFE TIME SPORT”. IOC Olympic Charter promotes “SPORT-for-ALL” philosophy.

The Laser Masters World Championship was first held in 1981. It has been held yearly ever since in 18 different countries in all six continents with ever increasing numbers. It recently broke another record with 499 entries (ages 35 to 80, male and female, 32 countries, 6 continents).

The Laser class was a pioneer for sailing at the inaugural World Masters Games held in 1985. Sailing has been a sport in the majority of World Masters Games always represented by the Laser. The World Masters Games consists of 28 sports and 28,000 competitors (latest web records). It is governed by a 16 member board that includes 10 IOC members two of which are IOC Executive Board members.

A number Olympic sports hold World Masters championships awarding medals in age categories and world championship titles including athletics and swimming.

In swimming and athletics world masters competitions are split into event type and further split into 5 or 10 year age categories in each event. Laser follows this model by holding starts in age categories 35 to 44, 45 to 54, 55 to 65 and 65+ in each of the Laser and Laser Radial classes at a single venue event. Both Laser and Laser Radial attract similar number of entries in their respective age categories.

However we are different from swimming and athletics in that we do not award individual or overall world championship titles preferring to run all races under an umbrella event title as we have done for the last 34 years.

Whilst the ISAF regulations talk about World Championships and World Titles they are limited in their scope regarding Masters events.

We respectfully request that the Executive Committee specifically address this on behalf of ISAF by approving the continued use of the Laser World Masters Championships name providing the total entry meets the ISAF minimum number of entries, countries and continents as defined by regulation 10.4 (b) and that no world championship titles are awarded.

**Request to attend the Executive Meeting February 2015**
I would be very grateful if you would permit me to briefly address the Executive Committee in person in Morocco before you make a final decision in the meantime I would be pleased to provide any further information or answer any questions.

Yours sincerely

Jeff Martin, World Executive Secretary
Tel: +44 (0)7775830591
Skype: Jefflaser1  Email: jcm@laserinternational.org
Regulations of subsidiary World Championships

Over the last two years the ISAF Secretariat has received a number of requests for clarification regarding ISAF Regulation 25, ‘ISAF approval of World Championships and other Events’. This regulation has evolved with various additions over the years to try and accommodate growth and developments in;

1) Women’s, men’s and mixed sailing
2) Age specific events from youth through to masters in both genders
3) Different events for the same equipment e.g. Slalom, Freestyle, course racing, long distance windsurfing and kite boarding
4) Pathways from youth to senior
5) Disabled sailing

At the same time the regulation sets numerical minimum participation numbers of sailors and nations for World Championships using 5 simple categories based on the length of the boat with smaller numerical requirements as the length of boat increases.

The regulation does not address gender equality (why should a women’s World Championship be subsidiary to a men’s?). ‘Subsidiary’ may not be the best description for some events. For some classes the split between age and gender does not work. For some classes that cross different events, gender and ages the number of World Championship available may not be sufficient. Some World Championships may be desirable for parts of ISAF strategy even though they may not meet the current minimum number of competitors or countries. No account is taken of the type of event or the number of events that use the same equipment. ISAF may want to evolve new events for future Olympic Games whilst still maintaining the traditional events or they may want to consider combined events for certain medals.

A working party should be formed to investigate these and other related issues with the ISAF Secretariat to see if improvements can be made to ISAF Regulation 25 concerning subsidiary World Championship that is easier to for the classes to understand and easier for ISAF to manage.

Alastair Fox.
Head of Competitions.
Appendix 9

Events Committee – May

Item 18(a)

ISAF Calendar and ISAF Ranking System

World Championships
Letters are sent out in May to all MNAs and Classes for information regarding their world championships. Deadline for this information to be submitted is August 1st.

At this time classes are able to inform us of any other important events taking place, i.e. continental championships.

All World Championship information is then sent to executive for approval at September meeting.

Once approved these dates are put on to the ISAF calendar.

Any information which has not been received will be taken to the next scheduled Executive meeting before it is able to be entered on to the ISAF calendar.

Ranked Events

Olympic Classes are able to request for their event to be ranked by completing and submitting an event ranking request form which is found on the ISAF Calendar.

Dates should be agreed with the ISAF Secretariat before 1 April of the current year (Southern Hemisphere) and 1 August of the preceding year (Northern Hemisphere) to avoid possible clashes (this will be strictly enforced in the case of World Championship Grade and Grade 1 events).

This information is then passed on to the Ranking Subcommittee for approval before being added on to the ISAF Calendar of events.

As per the ISAF Regulations the following grading criteria is used to rank events;

27.1.2 200-Point Events
Sailing World Cup events
Olympic Class World Championships
ISAF Sailing World Championships

Additional Criteria
(a) The event shall take place either within the host continent’s window, or in the free window, in the ISAF calendar;
(b) Three races are required to be completed to constitute a series;
(c) Bow numbers and seeding, if used, shall reflect competitors’ positions on the ISAF Sailing World Rankings.

27.1.3 100-Point Events
Olympic Class World Championships (when non-compliant with 200-point criteria)
Olympic Class Continental Championships (other than those run as part of a 200-point event)
Other major international events using Olympic equipment

Additional Criteria:
(a) The event shall take place either within the host continent’s window, or in the free window, in the ISAF calendar (or shall be a Class World Championships);
(b) The event shall be either a World or Continental Championships, or shall meet the minimum fleet size and spread requirement for a 100-point event (which shall be specified by ISAF and may vary by class and continent), or shall be declared by ISAF to be a 100-point Event;
(c) Where an International Jury cannot be established, the Chairman of the Protest Committee shall be an International Judge, not from the host country;
(d) Three races are required to be completed to constitute a series.
27.1.4 50-Point Events
Olympic Class Continental Championships (when non-compliant with 100-point criteria)
Other international events using Olympic equipment (when not 100-point Events)

Additional Criteria
(a) The event shall meet the minimum fleet size and spread requirement for a 50-point event (which shall be specified by ISAF and may vary by class and continent), or shall be declared by ISAF to be a 50-point Event;
(b) Where an International Jury cannot be established, the Chairman of the Protest Committee shall be an International Judge.

Ranked Event Results

All results must be sent to the ISAF Secretariat within 24 hours of the last race to be entered on the ISAF. All results must include sailors ISAF Sailor ID.
Report to the ISAF Events Committee Mid Year meeting  
From: Alfredo Ricci, Chair ISAF Team Racing Committee

At the present time the primary focus is on the 2015 Team Racing World Championships which are scheduled to take place between July 19 & 24th July.

Rutland Sailing Club (RSC) is the host club.

There is ongoing close cooperation between the host MNA (RYA) and ISAF via the Technical Delegate (Jon Napier)

The Club is making a significant effort to comply with requests from the ISAF TRC to ensure that more nations take part (a minimum of 8 Nations was required) and is on course to significantly exceed this number.

- Currently 11 Nations are confirmed, with 22 teams (17 open and 5 youth). There is ongoing discussion with the following countries:
  - FRA, SPA, POR, GRE, BRA, CHI, THA, MLT, DEN, NED, GER, Turks & Caicos

The biggest challenge continues to be to get MNA’s to support and often even to respond to Team Racing matters. Getting to the appropriate people in each Country is not always easy and then getting the MNA to endorse teams is often difficult. A number of innovative ideas have been used to try to enable teams to take part.

I am pleased to say that RSC has been working extremely hard to ensure the success of the Event and the sailors and Race Officials will have a memorable event. They hosted the UK Team Racing Association championships recently which was used as a “Test Event” for the organisation and are putting lessons learned from this event into the World Championships.

They plan to provide the opportunity for teams to practice and receive coaching in the week prior to the World Championships.
A full social programme is planned, with formal Opening and Closing ceremonies and the option to travel to Portsmouth to watch the Americas Cup World Series Event on the Saturday, the day after the Closing ceremony.

RSC is continuing to pursue entries, sponsorships and are expecting some distinguished VIP’s to attend during the event. The format of racing will need to be determined once entries are finalised but this will be with agreement of the TD.

In conclusion, they are ready to go with mainly small details to complete and more comprehensive details regarding the World Championships are attached.

Salerno, April 26 2015

Alfredo Ricci
TRSC Chairman
ISAF TEAM RACING WORLD CHAMPIONSHIPS
Rutland Sailing Club (RSC) - July 19th to 24th July 2015

Entries

• There are currently 11 MNAs that have entered:
  o UK, AUS, USA, IRL, RSA, NZL, CZE, JAP, ITA, BER, CAN
  o 1 withdrawn

• Total 22 teams to date:
  o 17 Open
  o 5 Youth (2 Youth teams withdrawn)

• Ongoing discussion with the following countries:
  o FRA, SPA, POR, GRE, BRA, CHI, THA, MLT, DEN, NED, GER,
    Turks & Caicos

• Several others simply have not responded.

• RSC have secured “free” tickets for AC World Series on Sat 25th July (the day
  following the end of the event) and will be providing transport to/from event, for
  those who wish to go to view.

Race Officials

• Event Director David Wilkins
• ISAF Technical Delegate Jon Napier
• PRO Chris Riley
• RO’s John Burgoine, Adrian Stoggall

Umpires

• The Chief Umpire is confirmed as David Pyron IU (USA)

• All other umpires have been agreed and will represent 7 MNA’s in total. 7 IU’s and 4
  NU’s
Boats - FIREFLYS

6 Flights in total, each flight of 6 will be evenly matched.

- 2 x new flights from Rondar
- 1 x flight Oakham School (6 months old)
- 1 x Flight Uppingham School (18 months old)
- 1 x Flight Oundle School (2 years old)
- 1 x Flight Rutland SC (2 years old) + 2 “new” boats

Race Committee boats

2 x RSC Committee boats

16 Ribs (6 Umpires, 2 ML, 5 CO, 1 Media, 1 PRO/ITO/ED, 1 spare)

Format

- Format still to be finalised in conjunction with the ISAF Tech Delegate and is dependent upon the number of teams entering.
  - If less than 27 teams - could do a “full round-robin” most likely followed by “finals”
  - More than 27 teams - will need to do two round robins followed by another set of round robins, repechage and then finals

Sponsorships

- Boats:
  - Rondar (loan of 12 new boats)
  - Oakham School, Uppingham School, Oundle School

- Equipment:
  - Allen (fittings)
  - Harken (fittings)
  - Selden (masts sale or return)

- Clothing:
  - Zhik - clothes for prizes
  - Rooster - Bibs and other clothing
  - Gill - clothing
• Local Support – Accommodation and Logistics
  o Barnsdale Hall Hotel
  o Oakham School
  o RedWings Hotel
  o Berridges Taxis

• Monetary sponsors - confirmed:
  o RYA
  o Working on:
    ▪ Everards
    ▪ Carlsberg and Greene King if Everards fail
    ▪ Anglian Water
    ▪ Various others

EVENT PLANNING

Proposed Programme

w/c 13-17 July  Informal sailing, coaching and mini-events
18, 19 July    Official practice in boats
19 July        Briefings and Official Opening Ceremony
20 July        Start of racing and official VIP visit (PM)
20-24th July   Racing
22nd July      Event social activity and BBQ
24th July      Finals, Prize Giving and Closing Ceremony
25th July      Option to go to AC World Series in Portsmouth

Before:
  • Participation Planning - driving increased participation
  • ISAF and RYA Liaison
  • Media coverage and publicity
    ▪ ISAF and RYA
    ▪ Local and national
• Yachting press
• Web, communication

• Sponsorship
• Team entries and team help with logistics, accommodation
• Umpire and race team, results officials, boat management team logistics and accommodation
• Boat preparation, damage etc
• Racing Planning and scheduling (in conjunction with Chris/Jemima Riley)
  • Information, brochure collection, local activity
• Planning and preparation of key non-sailing activities during the event - opening, VIP meet and greet, social activity mid-week, Other mid-week activities, closing ceremony
• Equipment planning for event
• Goody bags
• AC45 Planning World Series Event- round trip to Portsmouth on Sat 25th July
• Site and comms preparation
• SAP / TracTrac tracking / Sailracer

**Week before:**

• Practice for teams
• Coaching for teams
• Running mini-events - need to discuss format options

**Event:**

• Registration and team information
• Goody bags for everyone
• Event activity
• Umpires
• Race teams
• Results and distribution to web
• Social media activity - Tweeting, Facebook, Drone video footage
  • Event non-sailing activity
• Opening ceremony
• Social activities
• Closing Ceremony

**AC45 World Series event in Portsmouth:**

• Coordinating activity on the day