The International Measurers Sub-committee met at 09:30 – 18:00 hours on Sunday 27 October 2019 at the Fairmont Southampton, Bermuda

Please refer to the World Sailing website www.sailing.org for the details of the submissions in these minutes

| Present:                         | Jurgen Cluytmans | Chairman |
|                                 | Barry Johnson    |          |
|                                 | Agnes Lill       |          |
|                                 | Nicola Sironi    |          |
|                                 | Aileen Yam Hoon Loo |      |
| In attendance                   | Madeleine Dunn   | Race Officials Manager (for item 4 and 8) |
|                                 | Jan Stage        | Race Officials Committee Chairman (for items 7, 8, 11 b) and 11 c) |
| Apologies:                      | Alexander Finsterbusch | Vice-Chairman |
|                                 | Bruno de Wannemaeker | Ex Officio Non-Voting Member |

1. Opening of the Meeting, attendees and apologies, obituaries

Chairman Jurgen Cluytmans opened the meeting by welcoming the Sub-committee members and noting that apologies had been received from Alexander Finsterbusch and Bruno De Wannemaeker.

The Sub-committee noted the following obituaries from the International Measurers community:
- Jeff Martin (GBR)
- Jüri Šaraškin (EST)

2. Minutes of the previous meeting and Agenda

The minutes of the previous International Measurers Sub-committee meeting held on 28 October 2018 were approved.

There were no matters arising not covered elsewhere on the agenda.

3. Education and Training

a) Seminars and Clinics

i) The 2018-2019 program of Seminars and Clinics was noted by the Sub-committee as follows:

Seminars
Toronto, CAN
Gdansk, POL
Qingdao, CHN

Clinics
Penang, MAS
International Measurers Sub-committee Minutes

It has been noted that the purpose of the abovementioned clinic’s purpose was in reality more to prepare for one the region’s events, not really a standard clinic preparing for the subsequent seminar. In some regions the question who wants to become IM is not asked and basically one applies for organising a clinic because there is a budget “available”. It emphasises the importance of making sure effort and funds put in and obtained outcome are in balance. Rather than the WS clinic, national and regional programmes shall cover equipment inspection team training.

The Sub-committee briefly discussed the case of candidates failing the exam 3 times and whether or not it is relevant for the class they are linked to to keep going for a 4th attempt.

ii) The Sub-committee discussed the 2020 program of seminars and clinics.

As 2020 is an Olympic year we traditionally have less seminars and clinics.

At this moment, we have received applications for 2 activities in 2020:
- 1 European (HUN) / initially requested as a seminar, but may become a clinic; and
- 1 non-European (AUS) / seminar.

Upon request of the ROC, the Sub-committee will also define the budget that would be needed to allow an international federation to be capable to organise the required training & development activities around the world.

b) Symposia

The IMSC discussed the possibility to organize a Symposium in second semester 2020 / first semester 2021, not linked to the Annual Conference. The need for a specific budget assigned will among others define which period is realistic.

Exact timing and venue yet to be defined.

4. Strategy and Development

For the offshore discipline in 2024, the approach needs to be defined as the effective class will be announced late in the process. However, the class selected will not be that much different from a regular yacht class or measurement system so it basically comes to training / selecting people in that field of activity. In terms of equipment supply the approach will be similar to today’s events with supplied equipment in which an inspection prior to supply will be defined and subsequent scrutineering of the provided boats.

The different disciplines / Sub-committees are more and more working together to deliver what is best for the sport, rather than for a specific discipline or individual.

Digitalisation may facilite offering training materials in multiple languages. However once the transition is made to a seminar and events at regional / international level, English is still the official language. Confidence in a language, other than their own, is needed to perform at our major events and will help the candidates to interact at those events with other officials, with athletes and their support teams,…

Following topics of the 2019-2022 World Sailing Strategy related to Race Officials were discussed:

- Develop and adopt innovative electronic officiating technology at the 2024 Olympic Games that can be tried and tested across the 2021–2024 competition quadrennial – The Sub-committee discussed the elements playing a major role in this field such as exact position of devices on the boats and accuracy of tracking, suitability of the rules and the role of the third parties providing the devices. The so-called booth officials have not yet formally been appointed. The idea would be rediscuss the topic in 2020, in order to define and implement the final plan (people & means) for 2024.
- **Increase rules compliance & reduce cheating** – discussed in detail together with the World Sailing Classes (see 5). The work of the appointed review group was discussed in terms of:
  - the group’s composition (and compliance with the Regulations);
  - the way the analysis was performed and the cases uses;
  - the deliverable(s)

The IMSC recognises the importance of rules compliance and limiting cheating, provided the topic is tackled jointly by all disciplines; the group is composed in compliance with the applicable regulations with involvement of all stakeholders and the analysis is performed based on the relevant cases.

- **Target and promote gender equity and diversity in every element of our sport** – The IMSC acknowledges the importance of involvement of female IMs. Although the overall number of female IMs is okay and may slightly grow over the years, it remains important to work with Olympic Classes in order to have a sufficiently large number of female IMs, not only in the overall IM portfolio, but also in the pool eligible for appointment to the Games.

  As gender equity and diversity goes further than just ensuring a 50% / 50% - ratio for Race Officials, it will need an organization-wide review. Among others the World Sailing Regulations will need to be reviewed in terms of wording (to comply with IOC guidelines).

- **Review Event appointments processes to ensure that they are fair, objective & transparent** (See also 9)

- **Work in partnership with our stakeholders to enable the identification and support the promotion of a new wave of talented and diverse volunteers into World Sailing Committees and the Race Officials community** - Scouting of talented people willing and able to move from the national to the international level remains a challenge, in which the cooperation between MNAs and the Sub-committees will remain of utmost importance.

  The example was given for the USA where one of the IMs is going around the country to give introductory courses which in turn may lead to detection of interested people to become international race officials (This is a grassroots level project which may give results in the longer term). The Sub-committee agrees to send out a note to MNAs through the executive office that IMSC is there to help MNA what they need to define inspections at local level (safety issues, sail numbers, …). Still to be reviewed is the possibility to implement some measurement related material in the scholarship programmes.

  For people in more remote countries / continents, a barrier is still the challenge to obtain events overseas to get their first appointment or subsequently to renew their status. This underlines the importance of the role of the WS Classes as without the support of a WS class a candidate cannot move on. This concerns all WS classes and not just the Olympic ones.

- **Review race official education provision and develop and improve CPD for existing WS race officials** – World Sailing to focus on both axes, i.e. an official’s own continuous development and development of others through mentorship. The platform currently used by other disciplines to organise their renewal test also offers the possibility to disseminate information to the community and is certainly something to look into.

- **Improve governance, administration and education of the new race official disciplines and develop existing disciplines with respect to new Olympic events** – EAWP already started identifying with the Sub-committees officials that may become involved from the 2024 Olympic Games onwards, both in terms of balance junior / senior and in terms of the new events such as kiteboarding and offshore. Some senior officials may move more into a mentoring role, giving the next generation the opportunity to grow into their new roles.

- **Improve communications with WS race official community** – Generally speaking a lot of improvement has been made in terms of communication between office and the community. The only improvement still to be implemented is approach how e-mails are dealt with (acknowledging receipt and first indication of how the e-mail will be dealt with).
Role/use of social media (Snapchat, WeChat, Line, Facebook, Instagram,…) needs to be reviewed in terms of the targeted age group. The website has been reviewed. World Sailing to review the impact of the GDPR (General Data Protection Regulation) on the World Sailing race officials’ section of the website, the information collected from race officials and the information made publicly available.

5. **World Sailing Classes and IMSC**

The World Sailing Classes and the IMSC held a joint session as part of the World Sailing Classes meeting to discuss the following topics:
- Developing documented defined measurement protocols for each Olympic class
- Developing technical committee inspections policies for each Olympic class or for each level of event? / number of athletes inspected; minimum level of inspection
- Communication and reporting of lessons learned / dissemination of relevant information

6. **EQRSC and IMSC**

The principal joint topic for Equipment and Race Officials this year was the Equipment Cheating Review Group report, which was discussed in the joint session between the World Sailing Classes and the IMSC (see 5).

7. **IM Grouping & Principal Events**

   a) **IM Grouping System**

   The Sub-committee noted the receipt of 3 additional grouping applications. Apart from a single Olympic class, the base is sufficiently large for the Olympic event appointments. It has to be made clear to the International Measurers in the Olympic classes that they actually have to apply for grouping, if they wish to get appointed.

   It has been repeated that the IM grouping system is totally objective, purely based on a number of criteria you have to comply with. There is no assessment of people which can be perceived as subjective.

   Going forward the IM grouping could be performed two-yearly to align with the other disciplines.

   b) **IM Database**

   In a context of budget restrictions, the IM database was not discussed.

   c) **Principal events**

   No change requests were received.

8. **IM Appointment & Re-appointment Criteria**

   a) **Current RQC document and any updates**

   The Sub-committee confirmed that it becomes mandatory to have a least one principal event in leading role (Chief or Deputy) as from 2020.

   The previously discussed topic, of making participation in a (World Sailing) clinic mandatory prior to World Sailing seminar participation, is seen as not mature enough to implement.

   For future editions the Sub-committee may look into the role of the IM report and eventually assigning a more important role to it. The Sub-committee needs to further discuss this among others in terms of what kind of role it has in the automated renewal application process.

   b) **Report on online applications and IT functions for Race Officials**

   Further to last years comments which were implemented, the same platform is used for now for applications.
9. Event Appointments

Barry Johnson provided an overview on appointment and composition of the Event Appointments Working Party (EAWP), as well as a description of the appointment process. As much as possible, the EAWP tries the limit the number of appointments for a single race official in a specific discipline to 3 events. It is however monitored to make sure that people with involvement in more than 1 discipline do not excessively limit the access to those events for other officials.

The Sub-committee agreed that the organisation has made a big step forward to a more objective appointment process with clear criteria.

Assessments

In terms of assessment, the evolution towards a self-assessment will be a big step forward as it avoids the situation in which a junior official has to assess a senior official. It also stimulates officials to become more self-critical. One tool for that self-assessment could be the IM-report, however the main question then becomes whether we do not put too much into one single document rather than creating a separate one.

Conflict of Interest

The document presented still is considered a draft for discussion allowing to collect feedback from the different stakeholders prior to the ROC meeting. It has to be noted that the document was drafted in an attempt to also make it possible for race officials to self-assess their situation.

The related working party currently works with a set of criteria that will help them defining whether there is a major conflict, a minor conflict or a conflict that can be avoided by specific appointment conditions.

The discussion includes challenges in terms of real or perceived conflict, questions about current and previous roles of the individual and about what is a proper “cooling down” period.

The Sub-committee agrees that the document requires further review certainly in terms of class involvement which is seen as working counterproductive (i.e. not supporting the objectives of the World Sailing organisation).

10. Race Officials Committee

In addition to the results of the discussions on the submissions and the closed session topics, the following topics will be presented to the ROC:

- The RQC document and proposed updates for respectively 2019 & 2020/2021;
- IMSC points of view on the World Sailing strategy with regard to Race Officials;
- Uniforms for International Race Officials.

11. Submissions

(a) Submissions for which the Race Officials Committee is the Reporting Committee:

- 

(b) Submissions for which the Race Officials Committee is an ‘Other Committee’ except Racing Rules submissions:

i) Submission 046-19 – Equipment Committee – Regulation 10

The Sub-committee discussed submission 046-19 regarding Regulation 10 and the proposed changes for maintaining the designation as a World Sailing Class and the right to hold a World Championship and to modernize the information reported by World Sailing Classes in their annual reports. In terms of appointment of an International Measurer to the World Championship, the Sub-committee proposes a friendly amendment to ensure that International Measurer is appointed to the Technical Committee of the World Championship.
On a proposal to approve with the abovementioned friendly amendment from Agnes Lill, seconded by Barry Johnson, it was unanimously agreed to recommend this submission be approved with friendly amendment.

**Recommendation to Race Officials Committee: Approve with friendly amendment “to the Technical Committee”**

ii) Submission 049-19 – Equipment Committee – Definition Bumpkin

The Sub-committee discussed submission 049-19 regarding the clarification of the definition of bumpkin and the alignment of terminology in RRS and ERS.

It was unanimously agreed to recommend this submission be noted with friendly amendment “bumkin” instead of “bumpkin”.

**Recommendation to Race Officials Committee:**

iii) Submission 050-19 – Equipment Committee – Definition ERS C.6.4 (k)

The Sub-committee discussed submission 050-19 regarding the definition of hull appendage depth.

It was unanimously agreed to recommend this submission be noted

**Recommendation to Race Officials Committee:**

iv) Submission 051-19 – Fédération Française de Voile – Definition foil

The Sub-committee discussed submission 051-19 regarding the definition of foil and to match it with the way it is used. It was agreed by the Sub-committee there was no specific opinion.

**Recommendation to Race Officials Committee:**

v) Submission 052-19 – Equipment Committee – New definition Jockey pole

The Sub-committee discussed submission 052-19 regarding the addition of a new definition for jockey pole.

It was unanimously agreed to recommend this submission be noted

**Recommendation to Race Officials Committee:**

vi) Submission 053-19 – Equipment Committee – Definition hydrofoil & winglet

The Sub-committee discussed submission 053-19 regarding the clarification of the definition for wing and foil and the introduction of a single component foil. It was agreed by the Sub-committee there was no specific opinion.

**Recommendation to Race Officials Committee:**

vii) Submission 054-19 – Equipment Committee – New definition outrigger

The Sub-committee discussed submission 054-19 regarding the addition of a new definition for outrigger.

It was unanimously agreed to recommend this submission be noted

**Recommendation to Race Officials Committee:**

viii) Submission 055-19 – Equipment Committee – Definition rigging

The Sub-committee discussed submission 055-19 regarding improvement of consistency among the different definitions.

It was unanimously agreed to recommend this submission be noted

**Recommendation to Race Officials Committee:**
Submission 056-19 – Equipment Committee – Definition spar
The Sub-committee discussed submission 056-19 regarding the amendment of the definition of Spar to improve consistency among the different definitions.
It was unanimously agreed to recommend this submission be noted

*Recommendation to Race Officials Committee: -*

Submission 057-19 – Equipment Committee – New definition spinnaker and headsail
The Sub-committee discussed submission 057-19 regarding the addition of new definitions for spinnaker and headsail.
On a proposal to approve from Agnes Lill, seconded by Barry Johnson, it was unanimously agreed to recommend this submission be approved.

*Recommendation to Race Officials Committee: Approve*

Submission 058-19 – Equipment Committee – Definition spinnaker pole
The Sub-committee discussed submission 058-19 regarding the clarification of the definition for spinnaker pole.
It was unanimously agreed to recommend this submission be noted

*Recommendation to Race Officials Committee: -*

Submission 059-19 – Equipment Committee – Definition whisker pole
The Sub-committee discussed submission 059-19 regarding the amendment of the definition of whisker pole to align RRS and ERS.
It was unanimously agreed to recommend this submission be noted

*Recommendation to Race Officials Committee: -*

Submission 060-19 – Equipment Committee – Definition wingspan
The Sub-committee discussed submission 060-19 regarding the improvement of consistency between sections.
On a proposal to approve from Nicola Sironi, seconded by Barry Johnson, it was unanimously agreed to recommend this submission be approved.

*Recommendation to Race Officials Committee: Approve*

Submission 061-19 – Equipment Committee – Use of “connect”
The Sub-committee discussed submission 061-19 regarding improvement of consistency among the different definitions.
It was unanimously agreed to recommend this submission be noted with friendly amendment “or notional” and to consider including graphics for further clarification.

*Recommendation to Race Officials Committee: -*

Submission 062-19 – International 470 Class Association & Equipment Committee – ERS C.4.6
The Sub-committee discussed submission 062-19 regarding the alignment of the definition of Equipment Inspector with the RRS.
On a proposal to approve from Jurgen Cluytmans, seconded by Barry Johnson, it was unanimously agreed to recommend this submission be approved.

*Recommendation to Race Officials Committee: Approve*
The Sub-committee discussed submission 063-19 regarding the alignment of the definition of event limitation mark with the RRS. It has been noted that replacing “class rules” with “rules” is recommended.

It was unanimously agreed to recommend this submission be noted with friendly amendment “class rules”.

Recommendation to Race Officials Committee: -

The Sub-committee discussed submission 064-19 regarding the inclusion of other spars in the measurement dimensions.

It was unanimously agreed to recommend this submission be noted

Recommendation to Race Officials Committee: -

(c) Submissions on the Racing Rules of Sailing for which the Race Officials Committee is an ‘Other Committee’:

i) Submission 160-19 – Racing Rules Committee – Part 4

The Sub-committee discussed submission 160-19 regarding the concentration of the equipment related rules in a designated section of the RRS.

On a proposal to approve from Jurgen Cluytmans, seconded by Barry Johnson, it was unanimously agreed to recommend this submission be approved.

Recommendation to Race Officials Committee: Approve

ii) Submission 163-19 – Racing Rules Committee – Rule 43.1 (c)

The Sub-committee discussed submission 163-19 regarding housekeeping in the rule on trapeze harnesses.

It was unanimously agreed to recommend this submission be noted

Recommendation to Race Officials Committee: -

iii) Submission 167-19 – Racing Rules Committee – Rule 50.3

The Sub-committee discussed submission 167-19 regarding terminology change to improve consistency with ERS.

It was unanimously agreed to recommend this submission be noted

Recommendation to Race Officials Committee: -

iv) Submission 168-19 – Fédération Française de Voile – Rule 50.4

The Sub-committee discussed submission 168-19 regarding the clarification of the measurement of spinnakers and headsails.

On a proposal to reject from Barry Johnson, seconded by Agnes Lill, it was unanimously agreed to recommend this submission be rejected.

Recommendation to Race Officials Committee: Reject

v) Submission 215-19 – Racing Rules Committee – G1.1

Following withdrawal of this submission, it was not discussed by the Sub-committee.
vi) Submission 216-19 – Racing Rules Committee – G1.2, G1.3 and G5

The Sub-committee discussed submission 216-19 regarding the specification of sail numbers and their positioning for better identification.

On a proposal to approve from Jurgen Cluytmans, seconded by Agnes Lill, it was unanimously agreed to recommend this submission be approved.

Recommendation to Race Officials Committee: Approve

12. Any Other Business

nil

13. Closed Session (closed to observers)

a) Performance Investigations

It was noted there had been no reported performance investigations for International Measurers.

b) Commendations

It was noted there were no recommendations to the Race Officials Committee for commendation.

c) Seminar/Clinic Instructors, Test Administrators and Performance Assessors

The current list of International Measurer Instructors was reviewed.

It was noted that the existing team of instructors will remain the lead seminar and clinic instructors in 2019: Dimitris Dimou, Barry Johnson, David Sprague & Alexander Finsterbusch.

Following assistant seminar instructors will continue their training:

- Europe: Jurgen Cluytmans
- Asia / Oceania: Ajit Diaz

Both Dimitris Dimou and Alexander Finsterbusch will act at the same time as test administrators. David Sprague and Barry Johnson will bit by bit evolve to a mentor role giving the assistant seminar instructors selected last year a sufficiently large number of opportunities to practice during clinics and seminars.

The search for an assistant seminar instructor in North America continues. That future instructor shall preferably be female in order to also evolve in the instructors team bit by bit to gender equality.

d) Race Official Appointments

The applications for International Measurer status were reviewed and recommendations were made to the Race Officials Committee.

e) IM Grouping 2019-2020

The grouping applications were reviewed and the applicants assigned to their respective groups. Also possible future evolutions of individuals between groups were discussed.