

Youth World Championship Sub-committee Minutes

The Youth World Championship Sub-committee met at 09:30 – 18:00 hours on Sunday 06 November 2016 at the Renaissance Barcelona Fira Hotel, Barcelona, Spain.



Please refer to the World Sailing website www.sailing.org for the details of the submissions on this agenda/referred to in these minutes.

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1. Opening of the Meeting

The Chairman welcomed the sub-committee members and observers. It was noted that any of the members had a conflict of interest.

2. Minutes of the Previous Meeting

(a) Minutes

The Sub-committee noted the minutes of the Youth World Championship Sub-committee meeting of Sunday 8 November 2015 (circulated and approved after the meeting). The minutes can be downloaded at www.sailing.org/meetings

(b) Minutes Matters Arising

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

3. Events Committee November 2015 and Mid-Year 2016 Meeting

There were no issues arising from the Events Committee meetings held in November 2015 and May 2016 that were not covered elsewhere in this agenda.

4. Annual Report

(a) The committee noted the Chairman's report to the Chairman of the Events Committee on the activities of the Youth World Championship Sub-committee for the period 1 January 2016 to date

(b) The TD report of the 2015 Youth Sailing World Championships, Langkawi Malaysia was reviewed. See appendix 1.

It was noted that the sailing conditions were harder than expected, creating some safety issues, mainly with ENP sailors. It was agreed that the safety requirements should be included on the bid document. It was also discussed the possibility of introducing a "entry criteria" to guarantee a minimum experience of on each fleet.

Youth Worlds Sub-committee Agenda (cont.)

- (c) A verbal report on the process of future bid selection from the 2019 Youth Sailing World Championships Bid Selection Committee was given by Marianne Davis.
- (d) Sub-committee member Marina Psychogiou gave a verbal report on behalf of Oman Sailing to explain the events that lead to the withdrawal of Oman as the host of the 2016 Youth Sailing World Championships.
- (e) The Chairman gave a verbal report on the re-selection process for the 2016 Youth World Sailing Championships to be held in Auckland, New Zealand. It was noted the Board made an exemption on regulation 24.5.1 to allow the event to take place at the dates proposed by Auckland.

5. Emerging Nations Programme

MNAs are now being put under 5 categories which range from full funding to no funding. 36 MNAs were eligible for full funding. The programme this year followed the same structure: regional clinics and a final performance cline at the venue prior to the championships. It was recommended to add coaches to the regional clinics to increase legacy. To help the long-term evaluation and monitor the effectiveness of the ENP sailors are now being tracked after attending the clinic.

6. Review of Event Strategy

- (a) Charles Glover presented slides to promote discussion around the development of the championship reviewing where we are now, the risks, opportunities, an aspiration for the championship in 5 years and what changes might need to be made to meet that aspiration. A number of potential priorities were presented and discussed for the incoming committee to consider and develop moving forward. See appendix 3.
- (b) It was noted that the necessary introduction of the quotas had worked well to control the size of the championship, but the 'first come first served' approach does mean that MNA's need to be very aware of the 'go live' date for entries.
- (c) The date window for the Championship, particularly those in the southern hemisphere, was discussed and it was agreed to put a submission on the table for the 2017 Annual Conference.
- (d) The Nations Trophy scoring system was discussed but no formal proposal was presented. The Sub-committee decided not to implement any changes and to further study the aim of the Trophy and the best way to achieve it.

7. Review of Youth & Junior event pathway

- (a) The Sub-committee reviewed the status of the international youth event calendar and discussed the age grouping.
- (b) The Sub- committee noted the RS presentation on Junior Regional Event.

8. The Youth Sailing World Championship 2016 – Auckland, New Zealand

- (a) Technical Delegate Report
There was no Technical Delegate report as the Events Manager left World Sailing one month before the meeting and the new appointed technical delegate was not involved with the selection of the venue, site visit, equipment, etc.

Youth Worlds Sub-committee Agenda (cont.)

(b) **Organiser's Report**

The Organising Committee gave a detailed report on the preparations including works at the venue, the supplied equipment, ceremonies, etc.

It was well noted the progress made in such a short time since the venue was selected.

9. The Youth Sailing World Championship 2017 – Akko, Israel

(a) **Progress report**

Nino Shmueli gave a progress report on behalf of the organizing authority.

(b) **Notice of Race**

It was noted that the Notice of Race was not published as the contract with Akko and the Israel Sailing Federation was not signed yet.

(c) **Any other matters arising**

There were some concerns about the reasons why the contract was not signed.

10. The Youth Sailing World Championship 2018 – Corpus Christi

(a) **Progress Report**

A report from the organizers was circulated as of supporting papers. The organizers requested an increase of the entry fee to solve some budget issues.

11. The Youth Sailing World Championship 2019, Gdynia, Poland

(a) **Progress Report**

No progress at this stage to be reported

(b) **Site Visit**

It was noted the very positive report from the site visit made in April by the Events Manager. See Appendix 2.

12. Future Championships

The Board wish to implement a consistent bidding process across all major events and this is likely to bring further change to the process for the selection of hosts for the Youth World Championships. It was noted that the progress reports from hosts should be judged against the bid document in place at the time that they pitched.

It was suggested that a structured 'feedback form' might be used after a championship, to give a consistent review structure from a hosts perspective.

It was noted that Shanghai expressed their interest in hosting the event in 2020 and Sweden in 2021.

13. 2016 Submissions

To consider the following submissions:

- (a) Submission 041-16 – World Sailing Regulations – Regulation 24.5.3(b) – Youth Worlds Equipment

Youth Worlds Sub-committee Agenda (cont.)

Opinion: Reject.

- (b) Submission 003-16 – World Sailing Regulations – New Regulation 7.2.3 – Distribution of Papers

Opinion: Support in principle.

- (c) Submission 056-16 – World Sailing Regulations – New Regulation 34.5 – Conflicts of Interest for World Sailing Employees

Withdrawn

14. Equipment Suppliers

A verbal report was received from the Youth Worlds Sub-committee Builder's Representative on the on-going challenges and frustrations with regards to the supply of equipment to the Youth Sailing World Championships:

- Long term contracts with World Sailing. It was noted that some equipment had landed in Auckland before the contract was signed.
- To be allowed to give input on the selection of the venues
- More media attention, including web links.
- More coordination and collaboration with the ENP.

It was recognised that input from the manufacturers had been very useful and a manufacturer's representative should continue to be invited to contribute to the meeting.

15. 2018 Youth Olympic Games

The Director of Events gave a report on the 2018 Youth Olympic Games, emphasizing that this will be a showcase event for our sport. He highlighted the 'Laboratory for Innovation' proposition which the IOC are now using to position the YOG. It was noted that sailing had secured an additional medal (from 4 to 5).

16. Any Other Business

The Sub-committee discussed the use of helmets and decided that this topic will be addressed at a later stage.

With new formats being implemented for Tokyo 2020 the Sub-committee agreed that new ideas for the Championships need to be discussed once the Format Working Party report is received.

2015 Youth Sailing World Championship

Langkawi, Malaysia

1 ORGANIZING COMMITTEE

Organizing Committee:

- Chairman of the OC: YB Dato' Kamaruzzaman Abu Kassim
- Event Director: Megat Fairuz Khairudin
- Competition Manager: Mohd Afendy Abdullah
- WS Technical Delegate: Antonio González de la Madrid
- WS Youth World Championship Sub-Committee: Cory Sertl

2 VENUE

A very short distance from the competitor's hotel, the venue was in a great location. The venue consisted of the Malaysian National Sailing Centre and adjoined facilities which were ample room for all of our requirements. Unfortunately, the boat park space outside the Sailing Centre wasn't big enough for all the classes and the Laser Radials and the RS:X's had to be located over the small river in a converted boat park space.

As originally agreed, the OC intended to build a bridge over the small river to ensure that the venue felt connected and all sailors shared a similar experience. Unfortunately, this was late being completed and was finally finished the morning before the first race. However, the bridge significantly shortened the journey over to the RS:X and Laser Radial boat park and, despite a few wobbles, stayed in one piece for the duration of the Championship.

Overall, the venue was nice and compact with all the facilities required for all sailors, race officials and volunteers.

The OC did a very good job of branding the Venue. There were banners and flags all throughout Langkawi which helped create a welcome status and importance of the Championship. They also helped to support the boat and equipment suppliers by producing some banners with their logos on.

One challenge of the venue was the difficulty in launching at low-tide, particularly during the middle of the week when the spring tides were most powerful. The water would drop past the edge of the slipway and leave a large sea of mud which was very difficult to walk over.

Internet connection was a challenge for competitors. Luckily the OC purchased a number of wireless internet dongles which made it easier for the WS, media and jury teams to complete their work – that's once they realised they needed to give them all unique passwords!

Another challenge was the accreditation system and security. Despite having a number of security guards and gates, the OC was not organised with their accreditation. It became a scramble and many parents and unofficial support staff were incorrectly given accreditations. This led to an unfortunate protest on the Russian Team by the OC as

they were caught with two parents on the coaches' support boats and two penalties given to their sailors.

3 ACCOMMODATION

Competitors, team leaders and coaches were all located in the Dayang Bay Hotel which was a fantastic hotel and had everything the guests needed. As always there were some difficulties with the internet and some complaints about the food, but they all enjoyed the swimming pool and being together before and after racing. Regular transfers were also provided to and from the airport.

However, there was total chaos with the hotel bookings. The hotel staff did not seem to know who was supposed to be in which hotel and many people ended up having to move hotel until it was sorted out.

I must report a significant amount of damage which was done by some of the teams on the last night. This was really disappointing to see and I will be compiling a report to send to the jury. It included broken large plant pots, rooms being sprayed by fire extinguishers and other damage. The hotel was particularly rowdy when we walked past and it didn't appear that team leaders and coaches were controlling their sailors at all.

The Jury and other race management personnel were accommodated at the Grand Continental Hotel which was very noisy and not anything like as pleasant a stay as the Dayang Bay, but it offered everything they needed.

4 EQUIPMENT

Boat suppliers:	29er: Ovington	420: Nautivela
	Radial: Laser Performance	RS:X: Neil Pryde
	SL16: Sirena Voile	

It was extremely disappointing for all concerned that Sirena Voile failed to, firstly organise 14 boats to arrive but to then fail to provide 7 complete boats until the Thursday meaning the SL16 sailors missed two days of sailing. We were very close to also running out of masts as a couple broke in the windier days earlier in the Championship. Luckily, one of the teams dropped out before registration so we had an extra mast to use, but we were very close to losing another boat.

Otherwise, the support of the manufacturers was excellent. Except for Nautivela, all the boats were brand new. Some of Nautivela's boats had been used at the 420 Class Worlds in Japan but were still in very good condition. The support of the manufacturer's teams during the championship was superb and the co-operation with the organisers was excellent.

All manufacturers were present on and off the water to solve any problems for the sailors. We had a few issues with RS:X masts breaking because of the lack of shade over at that part of the venue. Also, there were a couple of issues with the 29ers including a halyard problem but we were able to resolve it.

The boat branding was fairly limited and the boats only carried the country codes which made the appearance of the on-water element of the Championship less attractive.

The boat deposit and damage payment system worked ok, but there seemed to be different ideas amongst the suppliers as to how best to run this system. Therefore there

were inconsistencies and we will have to work harder to educate and involve them in devising the system next time.

5 INTERNATIONAL JURY

The following International Jury members were appointed:

Jacob Massin Anderson DEN (Chair)	Wee Tee Teo SIN
Iskra Yovkova BUL	Leonard Chin MAS
Helmut Czasny AUT	Juan Manuel Duarte ARG
ABDUL RAHIM DASMI MAS	AHMAD YUSOFF SAID MAS

A Rule 42 briefing was held for all the sailors by Jacob M. Andersen before the first race. The jury went out on the water spread over four boats for policing Rule 42.

The jury worked very well together and seemed to handle all protests excellently. They did, however, comment that the lack of a safety fleet on the water and the more varied levels of sailing ability meant that they were often spending time rescuing struggling tail enders rather than acting as a jury – especially during the beginning of the week.

Although the number of protest is not usually high, with only 8 jury members it is very difficult to provide a good service both on the water, due to the number of course areas and events, and ashore, as only one international jury panel can be properly constituted.

6 RACE MANAGEMENT

Athanasios Papantoniou (Sulis)	GRE	Principal Race Officer
Qidong 'Tony' Lu	CHN	Course Representative
Rogério Albuquerque	BRA	Course Representative
Ilker Bayindir	TUR	Course Representative
Ewa Jodlowska	POL	Course Representative

The PRO was appointed and, for the first time, nominated by World Sailing and not by the OC. This was a key factor of the success of the event. With all the problems we faced ashore it would have been impossible to look after the race management properly. The YW is no longer a regatta that could be easily managed by a 'local' PRO and the help of the TD. With 9 events, 4 course areas and the challenges of sharing boats, this Championship needs a professional race management team led by a strong and experienced PRO.

The Course Representatives did a fantastic job in completing all sailing schedules, especially with varying standard of ability within the mark boats and on the finish boats. The excellent sailing conditions definitely helped, but all teams were operating very proficiently by the end of the week.

This was especially the case with the SL16 team who managed to catch up on the two days of lost racing at the beginning of the week.

The boat swapping with the 420's and SL16 added an extra challenge. Luckily it was a fairly quick sail back to the slipway but we had to be very careful that they were coming back to a slipway and not the mud flats which would have been a disaster. Therefore, timing was very important.

7 OPENING AND CLOSING CEREMONIES

The location for the Opening Ceremony was 3 times before the ceremony started which casted some doubt on the effectiveness of the organisation of the activities. However, luckily the OC managed to pull it together and it was a great introduction to the event. The ceremony included a speech from the Malaysian Minister of Youth and Sports, Mr YB Khairy Jamaludin and a very good speech by World Sailing Vice-President, Mr Chris Atkins.

The ceremony took place in an open air amphitheatre. One heavy criticism was that there was not enough seating for the sailors and they were left standing at the back.

The Closing Ceremony took place in a huge hall which was a fantastic venue for the activities. World Sailing Vice-president Mr Quanhai Li made the closing speech and all the sailors and guest enjoyed some great Malaysia food and fun as the medals were awarded.

The Master of Ceremonies for both ceremonies deserves a special mention as he skilfully kept both ceremonies flowing and was very informative.

8 EMERGING NATIONS SCHOLARSHIP PROGRAMME

World Sailing approved 38 sailors from 25 nations into the programme distributed as follows:

MNA	Boys	Girls	MNA	Boys	Girls
ANT	1		TAN	1	
BAR	1		TUN	1	
BIZ	1	1	TPE	1	1
IVB	1		CZE	2	
CAY		1	CYP	2	
ECU	1	1	SVK	1	
ISV		1	LAT	2	
TCA	1		HUN		1
TTO	1	1	COK	1	
ANG	1	1	PNG	1	1
ALG	1	1	SAM		1
EGY	1	1	VAN	1	1
SEY	1	1			
Total Boys	24		Total Girls	14	

World Youth Sailing Trust Coach: the appointed YWST Coach for this edition was Eduardo Sylvestre. He was motivated to do a good job and worked hard, but the feedback from many of the coaches suggested he is not a high enough level coach and many of the coaching points he was giving to the sailors were fundamentally incorrect.

However, he did have a huge group to coach which at some points was upwards of 50 sailors. Therefore, it was difficult for him to select what to cover and how to make it relevant for the whole group.

The International 420 Class Association helped us to provide another coach – Nikos Drougas. Nikos did a great job with the small number of EN 420 sailors who were in attendance and proved that trying to get more class specific coaches who work with smaller groups is probably the way forward. The after racing debriefings took place every day in the hotel.

The plan for next year is to try and get more class specific coaches by engaging with the class associations. One interesting suggestion at the MNA forum was to use some of the expertise of the most experienced MNA coaches who could provide some feedback to emerging nations and/or all nations if required. We could use some of these coaches to try and fill some holes in the World Sailing coaching team at future events.

9 PARTICIPATION

Countries	Laser Boys	Laser Girls	420 Boys	420 Girls	RS:X Boys	RS:X Girls	SL16 Open	29er Boys	29er Girls	Total Boats	TOTAL Sailors	TL / Coaches
76	66	54	33	24	29	21	14	31	25	297	424	124

10 RESULTS

Event	Gold	Silver	Bronze
420 Boys	USA	BRA	IRL
420 Girls	POL	AUS	ESP
Laser Boys	AUS	NZL	GBR
Laser Girls	HUN	GER	POL
RS:X Boys	FRA	ARG	BRA
RS:X Girls	RUS	GBR	CHN
SL16	FRA	AUS	NZL
29er Boys	SLO	NZL	NOR
29er Girls	FIN	DEN	NZL
Nations Trophy	AUS	NZL	FRA

11 ANTI-DOPING EDUCATIONAL PROGRAM

World Sailing ran, in collaboration with the World Anti-Doping Agency, the WADA Athlete Outreach programme supported by Helen Fry. The programme consisted in a half an hour education session which was well attended with an attentive audience. Outreach was also completed with the Play True quiz where the athletes and coaches may tested their knowledge.

World Sailing also completed In-Competition doping control testing during this event. Organizers provided a room to the competitors' area, with a waiting area and an adjoining disabled toilet.

12 SUMMARY

I read the following in a travel guide when I arrived to Langkawi:

"Some Malays find it too embarrassing to say no when something you requested is impossible to get. They will nod or disappear, hoping you'll give up or that someone else will give you the bad news. Don't get upset. It's a cultural thing and no deception was meant".

On paper, all was agreed, done or in progress.... But then I started to find out that it was not, with a few or no time to react and look for an alternative solution.

It was hard two weeks and if you add the failure of the OC to have some dedicated staff before the start of the Championship, that meant we had many fires to put out before the first race. The Race Management also took a while to get up to speed and the lack of on-water safety meant that we were in a perilous position, especially with so many inexperienced emerging nation sailors. Everything was last minute or later and unfortunately we can only imagine the impact of some of their lack of organisation is having on their event budget and expenditure which may put them off holding a similar event in the future.

Within the 'championship bubble', all competitors, coaches and support staff seemed to really enjoy the Championship and we completed all races in glorious conditions with a backdrop of some stunning scenery. Being a new part of the world for the Youth Worlds helped bring increased attendance and new nations and the Malaysians did their best (on their own way) to put on a fantastic show. The venue was compact and the close location of the hotel really helped bring everyone together.

My feedback for the future would be to be aware that this championship is rapidly increasing in size and putting more and more strain on the hosts. It's fantastic that we are getting so many new nations competing but we also need to be careful that we do not lower the standard of the Championship too much and for it to lose its pinnacle status.

Antonio González de la Madrid
Sailing World Cup Manager

Alistair Dickson
Events Manager

YOUTH SAILING WORLD CHAMPIONSHIP 2019

Report following the first site visit to Gdynia and meetings with the Organizing Committee, from the World Sailing Technical Delegate dated 11 April 2016.

The meetings were held from 6 to the 8 April 2016 at Marina Gdynia and at the Millennium Hotel, Gdynia.

Those present from the Organising Committee:-

1. Tomasz Chamera, Vice-President, Polish Yachting Association
2. Agnieszka Gruszka, Gdynia Sport Centre
3. Kajetan Dzik, Polish Yachting Association

1. Venue

Gdynia is located on the northern coast of Poland and is an important seaport of Gdansk Bay on the south coast of the Baltic Sea.

Gdynia is part of a conurbation with the spa town of Sopot and the city of Gdansk and suburban communities with together form a metropolitan area called the Tricity with a population of over a million people.

The Marina Gdynia is located very close to Gdynia city centre and, although historically was a commercial port, is now predominately marine leisure orientated and the home to a number of sailing, yachting and boating clubs and associations.

The close proximity to the city centre means the marina area is also able to offer a mixture of seashore cafes, bars and restaurants. It is a popular leisure destination for a mixture of Polish residents as well as those capitalising on the good transport links to Scandinavia and beyond.



The marina area has significant plans for development which will provide the area with mixture of new buildings and facilities. Tomasz told me that he will know in September/October this year whether this will go ahead. He is confident that, if it does, it will be completed by April 2019 and long before the Championship start date. If the developments do not go ahead, this will not affect their ability to host the Championship as there is ample facilities and space within the marina area at the moment.

1.1 Boat Parks

The hard standing areas around the marina will be used as a boat park for the majority of boats and equipment. Although the area is currently mostly taken up with yachts in winter storage, this will all be made available to competitors during the Championship and there is easily enough space.



The Organising Committee also intend to use the beach area to the south for the windsurfers and the Nacra 15's. They understood the need to fence this area off (as well as the other marina areas) and control entry using the accreditation system. They also understood that they will need to provide shaded areas for the RS:X.



1.2 Competitors' area

The marina area will be the competitors' area for the Championship. The OC were aware of the fact that they will need to provide shaded areas for the competitors to relax. They intend to use a mixture of yacht clubs and other buildings which, although not all allocated yet, will provide enough facilities for both competitors and race management personnel.

1.3 Sailing Conditions

Being a northern European venue, the sailing conditions are fairly difficult to predict at that time of year. However, Gdynia's history of holding a large number of large international championships during July shows that the wind is likely to be reliable and provide a mixture of sailing conditions.

Predominant air temperature: 23 – 25 °C

Average wind speed: 11-13 knots

Water temperature: 17 – 19 °C



1.4 Racing Areas

The race areas will be situated along the shoreline which provides both good sailing conditions and easy spectating for the public. There is lots of room for the racing areas and also protection from strong onshore winds by the long spit that protrudes out from Wladyslawow 30km to the north.

Although there are a number of large container ships and fishing boats that use the area, they keep to the channel to the south and stay out of the racing areas.



2. Transportation

The main airport is located around 20 minute drive away in the city of Gdansk. The airport has good transport links, although it relies heavily on its frequent connections with Munich airport for major international transport links.

All major airlines fly to Munich from Asia, India, Europe, Africa, Middle East, America and Australia.

The Organising Committee will provide shuttles to and from the airport for all competitors and officials.

3. Accommodation

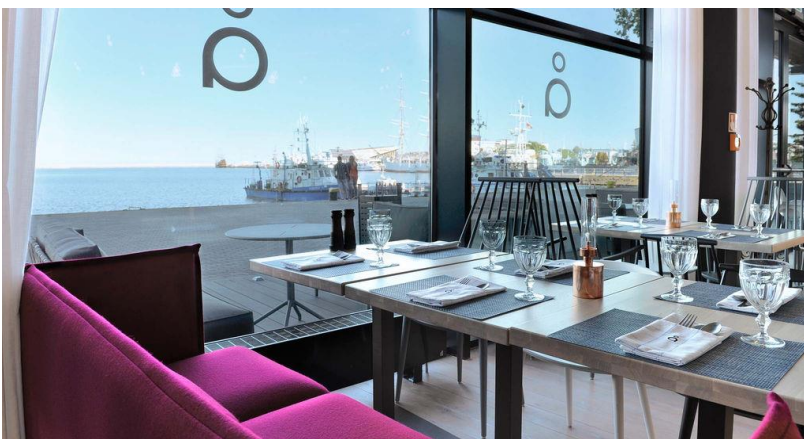
3.1 Competitor and team accommodation

The main hotel that will be used for the Youth Worlds is the Millennium Hotel which is a short five minutes' walk away from the venue. I stayed in this hotel throughout my stay and I found the hotel to be very comfortable and suitable for all of the accommodation requirements of the Youth Worlds. There is also an indoor swimming pool and a large dining room with a large variety of food. I met with the hotel management whilst on the site visit and they were extremely accommodating and flexible



3.2 Other accommodation

We also looked at the Marriott Hotel which is also very close to the marina. The Marriott is more expensive and a higher quality to the Millennium. We agreed that the Marriott will be a good accommodation option for visiting World Sailing Executive members and the Chair of the Youth Worlds Sub-committee. It will also possibly be used for jury and international course reps. We also agreed to advertise this hotel to any parents that may wish to visit the championship as it would help keep the Millennium for just the competitors, team leaders and coaches.



2. Social Activities

The venues for the Opening and Closing Ceremonies are still to be confirmed. However, the Organising Committee intend to use the Dar Pomorza which is a historic ship that is moored in the marina. The OC used this ship for the Opening Ceremony when the Youth Worlds was hosted by Gdynia in 2004 and there is a long stretch of promenade leading up to its location which can be used for the parade.



3. Equipment

Having hosted the Youth Worlds before, the OC are very aware of the process regarding the equipment provision. I explained World Sailing's ambitions regarding the change to supplier contracts and they said they are flexible and will await further instructions.

4. OC Visits to future Youth Worlds

Tomasz said that he was unsure whether he would be able to travel to the 2016 Youth Worlds as he has other commitments. He said he would send members of the OC to the 2017 and 2018 Youth Worlds. I was happy with this as they have run the Championship before and understand the philosophy and general requirements.

I would like to take the opportunity to thank Tomasz Chamera and his team for their kind hospitality during the visit. They were very welcoming and it's was a very pleasant experience.

Host / Venue

- Review the way we package and market the championship to attract bidding interest
- Review the cost / reward calculation for a potential bidder / host
- Consider whether the current size (limited by quota's) is manageable and optimal to attract bidders
- What we can do to make the Championship easier to deliver effectively

Top Nations

- Ensure we retain the 'top nations'
 - Keeping it relevant and unique
 - Pushing the cost vs value
 - Constantly looking to improve the sailors' experience

Championship Commercial Partners

- Review / formalise and enhance benefit to equipment suppliers
- Formalise a commercial proposition for graded sponsorship / commercial packages
- Create a structured 'framework' and support material to help hosts sell commercial packages which fit with / compliment the WS packages