Sailing World Cup Equipment Inspection Report

EVENT REPORTS

Melbourne – December 2009
139 entries – No Match Racing Boats
2 Equipment Inspectors – Barry Johnson and Brian Carroll (Australian 470 Class national measurer). Brian only inspected the 470 at this event.

Miami – January 2010
446 entries (including Paralympic and Elliott 6m) Paralympic did not receive event limitation marks
3 Equipment Inspectors – Barry Johnson, Dina Kowalyshyn, Carla Schiefer (IM)
Dina and Carla looked after the Laser and Radial only. Spars, foils and sails were all signed off with a waterproof marker as no event stickers were available

Palma – April 2010
630 entries (including Paralympic and Elliott 6m) – 7 Equipment Inspectors including for Dragon Class.
4 IMs, 3 National Measurers
Paralimpic Classes .- Inmaculada Ontiveros RFEV National Measurer
Star & Dragon .- Antonio Cardona Espin ISAF IM
Láser Nuria Oliver RFEV National Measurer
RSX Jordi Castro RFEV National Measurer
49er Leocadio Sanchez ISAF IM
Finn Pilar Lopez ISAF IM
470 Pablo Halcon ISAF IM

Hyeres - April 2010
~ 726 Entries

Summary
It can be clearly seen that across these three events that there has been an inconsistency in equipment inspection. Melbourne and Miami have a small number of equipment inspectors who are doing across class event limitation and equipment inspection while Palma has an almost fully classed based equipment inspection regime. This is clearly not uniform for the sailors attending these events.

There is benefit in having equipment inspectors who can handle across all the classes, rather than having individuals for each class, as this reduces the cost of these race officials and can still offer a good service providing there are enough for the number of competitors. It is important for the Sailing World Cup to have a team of event multi class inspectors to select from

Advice to Events
The following text has been sent to Medemblik (Michael Wort) and Kiel (Boris Hepp) as a simple set of minimum guidelines:

In order to provide consistency across the series, it is proposed that a target for the Olympic Classes Equipment Inspection would be:
1 experienced measurer (possibly an IM) and 1 assistant per 100 boats
The principal aim is:
- that certificated equipment is used
- event limitation marks are applied to appropriate equipment
- during the regatta the replacement of equipment is monitored

If during checks made on the water or after racing – there is a non-compliance issue, then the intention is that the Jury should consider discretionary penalties.
(Discretionary penalties is something that we understand Jim Capron is working on with the Sailing World Cup Jury members).

For example at the 2009 Sail for Gold event the following penalties were issued:

<table>
<thead>
<tr>
<th>Class</th>
<th>Non-conformity</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>470</td>
<td>Spinnaker that was not certified</td>
<td>3 points per races sailed that day</td>
</tr>
<tr>
<td>RS:X</td>
<td>No white background on sail numbers</td>
<td>7 points per races sailed that day</td>
</tr>
<tr>
<td>RS:X</td>
<td>Raised screw in mast track</td>
<td>DNE per races sailed that day</td>
</tr>
<tr>
<td>470</td>
<td>No stopper at black band on boom</td>
<td>3 points for last race sailed that day</td>
</tr>
</tbody>
</table>

The latest guidance from Barry Johnson for discretionary penalties for class rules non-compliance is as follows:

**Non Performance Gain**

1. Incorrect Sail Identification (Country Code, Rhombus Sail Numbers) 3 pts per race sailed per day
2. Failure to sign In or Out for the days racing 3 pts per race sailed per day
3. Failure to comply with class rules relating to sail numbers (RSX) 5 pts per race sailed per day
4. Failure to comply with class rules concerning stoppers in mast and boom (470 & Finn) 7 pts per race sailed per day
5. Failure to carry safety equipment as per class rules 15 pts per race sailed per day
6. Failure to carry adequate personal buoyancy (RRS and Class Rules) Disqualified from races sailed that day
7. Failure to carry hull and mast retaining lines (Laser) 15 pts per race sailed per day

**Performance Gain**

1. Sails not Certified (Signed or Stamped) DSQ per race sailed per day
2. Hull corrector weights as per Measurement Certificate not carried DSQ per race sailed per day
3. Mast corrector weights as per Measurement Certificate not carried (Finn only) DSQ per race sailed per day
4. Mainsail head into or above mast black bands 10 pts per race sailed per day
5. Mainsail foot into or beyond black band at end of boom (470, Finn and Star class only) 10 pts per race sailed per day

**Sailing World Cup Entries**

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
<th>Olympic Total</th>
<th>Para Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medemblik</td>
<td>May-09</td>
<td>523</td>
<td>6</td>
<td>529</td>
</tr>
<tr>
<td>Kiel</td>
<td>Jun-09</td>
<td>515</td>
<td>27</td>
<td>542</td>
</tr>
<tr>
<td>Weymouth</td>
<td>Sep-09</td>
<td>412</td>
<td>32</td>
<td>444</td>
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<tr>
<td>Melbourne</td>
<td>Dec-09</td>
<td>123</td>
<td>16</td>
<td>139</td>
</tr>
<tr>
<td>Miami</td>
<td>Jan-10</td>
<td>378</td>
<td>44</td>
<td>422</td>
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<tr>
<td>Palma</td>
<td>Apr-10</td>
<td>591</td>
<td>15</td>
<td>606</td>
</tr>
<tr>
<td>Hyeres</td>
<td>Apr-10</td>
<td>697</td>
<td>29</td>
<td>726</td>
</tr>
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