



File: WC10-2017-IRSA Representative Report

IRSA Representative Report 10R Worlds 29 sept-3 oct 2016, Limone sul Garda (ITA)

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Report to IRSA as the radio sailing authority

1) Class rules.

No amendments, suspensions, or overrides.

2) Measurement procedures.

The procedures properly maintained the objectives of the Class Rules. As for Marblehead measurement: a mark hull /fin and another mark fin/ballast to prevent any move of the fin or ballast

3) Measurers.

All 4 measurers had a National qualification.

4) International Jury and Umpires.

The Jury of 7 members was composed as per Appendix N, of whom whom 4 had International qualifications and three had a National qualification. Four members had previous experience of radio sailing events, three had no or poor experience of radio sailing but had good experience of match race and team -race

5) Race committee.

There was one Principal Race Officer and two Race Officers. The PRO and one RO had National qualifications.

6) Countries.

The 47 competitors came from AUS, BEL, FRA, GBR, GER, ITA, RUS, SUI, UKR, and USA, representing 10 countries and 3 continents. This adequately permits the 10r Class to maintain its designation as an IRSA International class.

7) Pre-event meeting.

The IRSA representative met the International Jury and Race Officers. A modification of the Sailing Instruction was done before the races and after the briefing meeting of the jury and the race committee in order to use the AP flag in case of postponement of races.

Launching area and control zone were defined as for the Marblehead event. Idem for courses.

There was five pontoons for launching; two in the control area was reserved for emergency or adjustment just before the start? The three other were for launching and recuperation.

At the Marblehead, there was a lot of incident with boat entering port on the windward mark, so it was decided to increase the penalty for those who was involved in a fault in this position. Addendum Q was modified as this:

ADDENDUM Q 5 IS CHANGED TO READ

Q.5 TAKING A PENALTY

Q5.1 When a boat may have broken one or more rules of Part 2, or RRS 31 or 42, she may hail acknowledgement and then promptly take a One Turn Penalty under RRS E4.3. **However if a boat has been on port tack in the zone of a windward mark, and then may have broken a rule in that zone, the penalty taken shall be a Two Turn Penalty. An umpire may inform the boat that this condition applies; this changes rule 41.**

Q5.2 Following a protest by a boat under Q2.1, or a hail by an observer or umpire under E5.1(b), as changed by Q1.1(e), if no boat takes a penalty **in accordance with Q5.1**, an umpire may hail a decision in accordance with Q4.1.

Q5.3 A boat penalised by an umpire hail in accordance with Q4.1(b) shall promptly take a Two Turn Penalty. **However, if the penalty is for a breach of a rule in the zone of a windward mark after the boat has been on port tack in that zone, the umpire shall hail "four turns" and the boat shall promptly take a Four Turn Penalty.**

(Bold indicates the changes.)

The IRSA representative met the International Jury, Race Officers and skippers delegate.

8) Rules.

All starts were done under P flag, RRS 30.1 was used after one general recall, RRS 30.3 (RRS 304 In 2017) after a second general recall. RRS 30.2 and U flag (RRS 30.3 in 2017) was not used.

9) Communications within the event.

Each day, at the end of the race, a daily debrief sessions with the competitors or National representatives was very usefull to improve umpiring and the work of race committee.

10) Electronic Board.

No problem

Report to IRSA as the 10r class authority

1) Measurement.

Measurement was done since thewednesday (most of the 10r skippers was M skippers) first with the help of technical chairman or other member of the technical committee, because of the recent changes of sail measurement. Controls show some problem of sail area and waterline length. Finally all boats satisfied with class rules.

No problem with multiple certificate.

2) Pre-event meeting.

The IRSA representative met the International Jury and Race Officers. No particular matters were raised in relation with the class.

3) Daily meeting

A daily meeting was held every day after the race and it was not usefull to held another one each morning before the race. One member of each countries was present and could express their advice on courses race committee and umpiring.

The first problem was the lack of time between heat due to the long time for launching and recuperation of boats.

Another problem was the communication between umpires and competitors: some hails from umpires was not eared by skippers because of distance between umpires and skippers or because a noisy surrounding (wind, music, multiple hails ..)

4) Mid-event class meeting.

Gerd Mentges, representative of the 10r ICC called a class meeting of all competitors a morning without wind. Subject of the meeting was the creation of a 10r ICA. The discussion was interrupted before the vote by the wind and resume of the race. It was decided to pursue the vote later by internet.

5) Event management.

Two problems arrrise for security:

Walking area has some traps: roots and trees.

Poontoons was made of tubes fit together as scaffolding, and one or two boats were damaged at recuperation.

6) Facilities.

Storage of boats and possibilities of batteries was good.

Wifi was free but limited to the extrem proximity of the secretary room

7) Social.

A tent with tables and banc was affected for hot meal on the middle of the day.

There was also a possibility to have fresh water (natural or sparkling) for free all the day.

Prize giving collation at the end of racing on sunday.

8) Mark configuration.

Marks were white with black numbers cylinder of big diameter (60 to 80cm) so contacts were easy to see.

Because of the difficulty of lying, there were five marks on the south of the sailing zone and five others on the north. The race committee could choose the course easily before each heat. The different courses was pre-printed and quickly put on the course board.

9) Start and finish judging.

Length and bias of the starting lines was good. Multiple individual and general recalls were only due to the heat of the competition. Some starts on black flag with no BFD.

No trouble with finishing line.

10) control area.

Control area was a corridor along the side of the lake and permitted a good visibility of the entire course for skippers, umpires and observers. But in A and B heats, the majority of the skippers used all the length of the control area. And in the lower heats some skippers used only a little part of the middle of the control area. This cause à lot of problem of earing the hails of skippers and umpires

11) Positioning of umpires.

Umpires with their fellows' observers followed the group of boats which they were affected, following a scheme discuted and revised each day. A special attention was done to some of the Russian skippers who didn't understand English. When they were observer, they were affected to an umpire who speaks German. Umpires wear yellowcloth with a large J on the back, observers a pink cloth with a O.

12) Protests

No protests involving promoted boats were the cause of delay between races, other protesrts was claim for redress (8 given) or protest othe jury for improper course or penalty not done (17 RET, 4 DSQ). Only one protest was done under the penaltiy to the wind ward mark..

13) Safety boat

Safety boat was used firstly to clean the water of the weeds, so it was mostly ready for the security of the boats

Recommendations and lessons to learn

Wi-Fi for all on a large area, but not near the control area: possibility of interferences with skipper's radio transmitter.

National delegates named on the event Web site in advance of the event

Timed appointment system for measurement

Mandatory end-of-day debrief sessions with National delegates, Jury Chair, and Principal Race Officer at least

Both race officials and umpires wear a distinctive item of clothing, cap, hat, or vest

No smoking in the control area

Manual back-up systems for countdown sequence and electronic fleet board (if any)

Necessity of safe launching area

Conclusion

The site of Limone was very pleasant, and the team in place by the organisation very sympathetic and efficient.

Unfortunately :

- the weather was not in good adequation with a radiosailing event because there was only 5 hours of wind during the schedule of race : 8h – 18h30
- Water was not clean , and weeds was very present
- Launchig areas was not adequate