



File: WCM-2017-IRSA Representative Report

IRSA Representative Report M Worlds 23-30 sept 2016, Limone sul Garda (ITA)

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A-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. A very interesting innovation in the 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 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 radiosailing 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 76 competitors came from AUS, BEL, CRO, DEN, FRA, GBR, GER, ITA, NED, NZL, RUS, SUI, SWE, and

USA, and representing 14 countries and 3 continents. This adequately permits the Marblehead 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 redefine the hours of race (différence between NOR and SI) and to use the AP flag in case of postponement of races.

Launching area and control zone were defined: the zone of control is about one meter up to water and about 100m in length, sailing area is also 100m in length. Unfortunately the lake has a depth very important near the shore : more than 100m at 20 or 30m from the shore, so putting down marks was very hard and took a long time. It was decided to put down 6 marks at each end of the zone to change easily the courses.

There was five pootoons for launching; two in the control area was reserved for emergency or ajustment just before the start? The three other were for launching and recuperation. (at the warm up event in oct 2015 the race committee has asked for more secure pootoons, but nothing has been done)

The IRSA representative met the International Jury, Race Officers and skippers delegate: PRO had a proposition of new course to limit the problem of port boats at the windward mark by using a gate as windward marks (as the America's course). It was decided to try this during the pactice day but all skippers was not conviced by the test. This idea seems good and is worth to try in local events before to be use in major events.

8) Rules.

All starts were done under P flag, RRS 30.1 was used after one general record, RRS 30.3 (RRS 30.4 In 2017) after a second general recall. RRS 30.2 and U flag (RRS 30.3 in 2017) were not used.

9) Communications within the event.

Each day, at the end of the races, 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.

The system was improved with plug-in allowing visualisation of the timed appointment for measurement on the screen board.

Unfortunately along the week the system had some failures.

One of the failure was the lack of ranking on the board. It was simpler to go on the web to see the ranking after each race.

B- Report to IRSA as the Marblehead class authority

1) Measurement.

Controls show about 30% of mistake on the measure of the luffs too long 1 to 10mm. They were asked for correction if necessary. No problem of length of the boats or draught. Some minor problem on numbers and national letters were noted and corrected.

No problem with multiple certificates.

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 races and it was not usefull to held another one each morning before the races. One member of each countries was present and could express their advice on courses race committee and umpiring. After three days, there were only 8 races completed. The race committee proposed to use the reserve day to increase the number of races. After concertation with the members of each team, the majority was in favour of not racing on the reserve day. The sailing instruction said: Reserve day. There may be racing if less than 3 races have been completed at the end of racing on Tuesday September 27. It seems that 3 races for the first 3 days is far too less, 8 or 10 shall be best.

The first problem was the lack of time between heat due to the long time forlaunching 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.

The ICC Chairman called a class meeting of all competitors at the end of the reserve day. The skippers present was in favour an international class association but more reserved for an international ranking. Call for volunteer

to constitute a working group had few success.

German team representative has presented the project of a World Champiosip in Biblis (GER) in 2018.

MYCS (SUI) has made a donation of a perpetual trophy for the Marblehead World Championship to the future International Marblehead Class Associaton. The trophy is the first Marbleheab hull built in 1926, restored and supplemented in 1933, 1944, 1952 and 2016

5) Event management.

Two problems arise for security:

Walking area has some traps: roots and trees.

Pontoons were 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 were good.

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

7) Social.

A tent with tables and benches was affected for hot meal in the middle of the day.

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

The event provided an opening ceremony on Saturday with parade in the town with each team with their national flag, speech of the local authorities and welcome cocktail.

On Tuesday evening there was an informal dinner where each country was asked to bring some local specialities: a very good idea which permits contact between skippers and with the organizer and the team of umpires

Skippers' dinner in a local restaurant

Prize giving collation at the end of racing on Friday.

8) Mark configuration.

Marks were white with black numbers cylinder of big diameter (60 to 80cm) so contacts were very 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 were pre-printed and quickly put on the course board.

9) Start and finish judging.

Length and bias of the starting lines was good. There was a great number of individual and general recalls but only due to the warmth of the competition. Some starts on black flag with only one or two BFD.

No trouble with finishing line but two races needed a hearing and re-hearing of two arrival tapes record. Perhaps a video recording could be useful in this case.

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 problems 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 revised and improved each day at the debriefing of the jury committee. A special attention was done to some of the Russian skippers who didn't understand English. When they were observers, they were affected to an umpire who speaks German. Umpires wear yellow clothes with a large J on the back, observers a pink cloth with an O.

12) Protests

Two protests involving promoted boats were the cause of about 30 mn delay between races, other protests were claim for redress (1 given) or protest of the jury for improper course or penalty not done (12 RET, 5 DSQ).

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.

In the Notice of Race and in the Sailing Instruction Number the number of races completed (3) at the end of day three was too low for a world championship if there is a reserve day in the schedule of the event.

National delegates named on the event Web site in advance of the event seems to be difficult to apply.

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. Separate launching and recuperation areas, near the starting and finishing lines

Using Hf micro for race committee and umpires (for observers too?) could permit a better earing of announces.

Conclusion

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

Organisation of measurement, shelter, food, social events was good, and courses.

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 were very present
- Launching areas were not adequate