

IRSA Representative Report M Worlds 2014, Gouda (NED)

Report prepared by Lester Gilbert, Chairman, IRSA Executive Committee, July 2014.

Approved by the IRSA Executive Committee 8 December 2014.

Definitions

National delegate	A person, who may or may not be a competitor, nominated by the DNM of each country entering one or more competitors, authorised to represent the interests and views of that country's competitors
Race Officer	The race official in charge of a heat or race.
Race official	A member of the race committee.

Summary

Umpire-initiated penalty calls involved two turns, while competitor-initiated penalties were one turn. The result was far fewer incidents than were expected, with almost all incidents that did occur resolved by the competitors.

The electronic fleet board was a success, helping competitors plan their activities during the day, particularly their observing duties.

The quality of the event and the number and source of competitors adequately permits the Marblehead Class to maintain its designation as an IRSA International class.

The event was in general very well-managed. There were no incidents at any time which might bring into question the quality and nature of the event as a World Championship. Nevertheless, there were a number of lessons to be learned and a number of recommendations that can be made for future events.

The overwhelming majority of competitors and national representatives voted to establish a Marblehead class committee of IRSA. There were no objections, and no votes against.

Report to IRSA as the radio sailing authority

The following specific matters were noted:

Class rules.

No amendments, suspensions, or overrides.

Measurement procedures.

The procedures properly maintained the objectives of the Class Rules.

Measurers.

All 5 measurers had a National qualification.

International Jury and Umpires.

The Jury of 6 members was composed as per Appendix N, of whom 4 had International qualifications (4x IJ, 1x IU) and one (1x NJ) had a National qualification. All six members had previous experience of radio sailing events.

Approximately 6 formal hearings were undertaken, four involving redress. Approximately 4 SYRPH procedures were formally carried out, one of which progressed to a formal hearing. A number of less formal Umpire advisory meetings were held with competitors.

Race committee.

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

Countries.

The 69 competitors came from AUS, BEL, CRO, DEN, FRA, GBR, GER, ITA, NED, POR, SUI, SWE, and USA, representing 13 countries and 3 continents. This adequately permits the Marblehead Class to maintain its designation as an IRSA International class.

Rules.

Issues were noted as in the following sections.

There were three minor aspects of the Sailing Instructions which were approved by IRSA. One issue was the provision for a discard upon the completion of every 5th race – that is, when 5, 10, 15, and 20 races had been sailed – contrary to the provisions of HMS 2013. A second issue was the failure to make RRS G3 applicable, since there were a number of chartered boats which might have welcomed the opportunity to display the country letters of the competitor rather than the boat owner. A third issue was the failure to reinstate RRS 30.2, which could have been a useful tool for the Race Officers before resorting to the black flag DSQ of RRS 30.3, three of which were recorded in the event.

A question which can arise in radio sailing is the judgement required for RRS 30.2 or 30.3. Strictly, it requires one or two race officials afloat, either at the windward mark or at the two start marks, to correctly determine if a boat is outside or inside the specified triangle. There is a need to refine these two rules to better suit radio sailing.

Communications within the event.

Daily debrief sessions with the competitors or National delegates did not feature in the planning of the organisers. It is recommended that National delegate names be published on the event Web site in advance of the event. At the event, these delegates should identify themselves to the organisers prior to the start of the event, and should meet as a group with the organisers as recommended below in briefing and debriefing meetings.

Other matters.

A number of competitors and National delegates asked about Naviga, and about IRSA designation for other classes such as RG-65, Dragon Force, and Footy.

Report to IRSA as the Marblehead class authority

The following specific matters were noted, and are discussed in more detail in the following sections:

Measurement.

There was no IM in charge of event measurement. The class representative was not called upon for any measurement queries.

A number of sails displayed sail numbers in contravention of Appendix E – specifically, “06” and “07” should have been simply “6” and “7”.

Several boats displayed sail numbers which were faded, in a light colour, or styled so they could not be read at more distant marks even while other sail numbers could be clearly read. It is recommended that event measurement shall use a piece of sail material carrying a solid black two-digit standard-sized sail number such as “56” which can be held next to a sail carrying a doubtful number at an appropriate distance of 100 m or similar in order to check legibility.

The measurement process seemed effective. In particular, competitors highly valued the timed appointment system for measurement, avoiding queues and impatient waiting. This is recommended for future events.

Pre-event meeting.

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

The recommendation is to mandate a pre-event briefing with National delegates, Jury, and Race Officers, whether an IRSA representative is present or not.

At the end of the first day.

While the IRSA representative and some competitor representatives asked for, and were advised there would be, a debrief, this did not take place. As a result, the second day of racing started without a thorough review of the lessons of the first day. It is recommended that a mandatory first day debrief session is inserted into the event programme.

After each further day.

End-of-racing debriefs took place on all subsequent days, or were adjourned with the agreement of all parties. It is recommended that end-of-day debrief sessions on subsequent days are inserted into the event programme.

Start of day.

The event organisers held a competitor briefing at the start of each day of the event as required by the sailing instructions. It is recommended that this mandatory start-of-day briefing is retained in future sailing instructions.

Mid-event class meeting.

The IRSA representative called a class meeting of all competitors at the end of racing on the fourth day. The main item of business was to discuss the setting up of a class committee, and the outcome is discussed below.

Competitor comments.

The IRSA representative heard from and responded to competitor and National delegate comments. In general, they were pleased with how the event was managed and how racing was conducted. Specific issues are as mentioned below.

Race management.

The innovations of (a) the electronic fleet board worked well, and (b) the four coloured windward marks worked reasonably well. These and other matters are commented upon as below. The event was in general very well-managed. Nevertheless, and inevitably, there were a number of lessons to be learned and a number of recommendations that can be made for future events.

A number of race management issues arose during the event. As discussed below, these included abandonment of heats, biased start lines, short start lines, biased leeward gates, marks sometimes placed too far away, short duration of heats, lack of sound signals, lack of correct alignment of judges to their respective start and finish lines, passivity of mark layers, indifferent communication of changes or delays to competitors, incorrect calling of individual recalls, incorrect calling of general recalls on the first day, a failure of the starting countdown, and a failure of the electronic fleet board.

Observers largely displayed reduced visual acuity and reduced willingness to hail contacts. In particular, a number of perfectly obvious mark contacts were not called. While an umpire can exonerate a boat for touching a mark if they believe the boat was compelled to do so by another boat breaking a rule, a call of exoneration was only heard twice in the event. If the lack of called contacts were due to umpires quietly advising observers, or if observers think they must consult

their paired umpire before making a hail, it is recommended that instead such calls be hailed for all to know.

Intrusive umpire communications at the start of the event were dealt with within a few races. Part of the issue arose from the necessary positioning of umpires in front, rather than behind, the competitors. From time to time a mark contact was called by umpires which was not certain or beyond reasonable doubt, and some guidance for umpires is recommended. Handling of unresolved incidents took a little time to settle until the race committee and the umpires worked out an effective procedure.

Competitor behaviour.

Umpire-initiated penalty calls involved two turns, while competitor-initiated penalties were one turn. The result was far fewer incidents than were expected, with almost all incidents that did occur resolved by the competitors.

In general, competitors did not hail acknowledgement of a rule breach or of their intention to take a penalty as required by Addendum Q. Instead, they just took their turns reasonably promptly and avoided umpire-initiated penalties from somewhat patient umpires. This was the first event for some years in which Addendum Q required competitors to acknowledge their intention to take a penalty, since previously they acknowledged BY taking a penalty, and the change to Addendum Q was only circulated one month before the event. A recommendation is to consider placing the requirement to acknowledge an intention to take a penalty into Appendix E of the Racing Rules of Sailing.

Event management.

Safety concerns in the run-up to the event seemed to be adequately addressed. The walkways were of adequate width. While some care was needed on wet and windy days, there were no incidents which resulted in anything more serious than hurt pride. The event organisers arranged a one-way system of launching and retrieving boats which worked very well. While personal flotation devices were usually worn by persons in the mark laying and recovery RIBs, the practice was not universal.

The raised control area on the pontoon was very welcome, giving good visibility, and was well railed. The control area was not wide enough for the competitors. This was addressed from time to time, but not systematically as the course was moved. Only infrequently was it wide enough, and was not always well-aligned to the course.

Seating the umpires in front of the competitors gave an advantage of visibility as well as comfort to the umpires, but at the cost of reduced communication between umpires and frequent inability of competitors to clearly hear umpire calls because such calls were projected towards the course area and not towards the competitors. Recommendations as below.

Most but not all of the race officials helpfully wore a grey polo shirt. It would have been useful for the jury members to also wear a distinctive item of clothing, perhaps a distinctive cap, hat, or vest.

End of day debriefs were not originally scheduled, recommendations are made as below. A policy of no smoking on or around the control area was implemented at the end of day one.

Facilities.

Facilities were good to excellent, though boat storage and the ability to work on boats during inclement weather was somewhat restricted. Excellent provision was made for battery charging, and a workshop area was available to competitors as required.

Wifi (paid for as part of the entry fee) for all, or at the least available to National delegates, should now be a requirement for a modern event. A World Championship needs to be reported and publicised by competitors and National delegates using social media in addition to the excellent work done by the event organisers.

Social.

The cafeteria / dining / bar area was very well managed and the quality of service and food was excellent.

The event provided an opening dinner on Sunday before the start of racing on Monday, and a prize-giving dinner at the end of racing on Friday. There was no lay day, and these arrangements were judged entirely adequate.

The prizes for the podium winners were extremely modest. Guidelines are recommended for prize levels and nominal value.

A recommended "social" event is to hold one or more "fun" races with officials who are not experienced radio sailors. In particular, judges, umpires, and race officials such as scorers, line judges, and timekeepers could find this an interesting and illuminating exercise to understand the challenges of radio sailing.

Specific matters**Fleet board.**

The electronic fleet boards allowed competitors in three very widely separated locations (cafeteria, boat shed, pontoon) to be kept informed. Racing was affected on two occasions by some difficulties with finish lists and fleet board notifications. Some competitors took a little time to understand how the fleet board notified observer duties.

On balance, the electronic fleet board was a success. In particular, it helped competitors plan their activities during the day, specifically their observing duties. A recommendation is that a manual back-up system always be provided to address the risk of power or communications failure.

Distance to marks.

Initially, and from time to time during the entire event, courses were laid where sail numbers could not be read from the control area. The recommendations are (a) that every mark should have a number on it identical in size and weight of stroke to a sail number so that it can be reasonably judged whether it is too far away or not, and (b) a race official be given a specific responsibility to report on sail number visibility to the Race Officer at the end of every heat.

Mark configuration.

Mark contacts were difficult to see, and the recommendation is that all marks (including starting marks) have stripes or numbers or other markings in a contrasting colour which help to see if the mark spins.

In order to allow a mark to spin freely upon contact, and also to keep its mooring line out of the way of rounding boats, the recommendation is to tether every mark to a single line or a very closely paired line that carries a counterweight.

The colour of marks must be properly managed. One matter is red-green colour blindness that affects around 10% of the male population, and the other is the depth perception of the eye to red on the one hand and green on the other, particularly fluorescent red. The recommendation is that red marks always be avoided.

Multiple windward marks.

The event used four differently-coloured windward marks, to assist the Race Officer in announcing the relevant windward mark as close to the start of the countdown sequence as possible. This system worked well. Some might prefer the different potential windward marks to be numbered, but a colour system has a number of advantages: it is absolutely clear which is the intended windward mark when the appropriate coloured flag is set in the control area; there is no difficulty trying to read the number of the signalled windward mark in less than perfect conditions; and the

mark layer can pick up any mark and bring it round to the other side of the line of marks without disturbing any mark numerical sequence.

The system could be easily extended to have matching coloured start line marks for the pin end of the line, allowing automatic line re-biasing as and when the windward mark was changed to suit changes in wind direction.

One problem noted with the multiple windward marks at the event was that they were not always spread sufficiently. This meant that sometimes a beating boat had to avoid a mark that was an obstacle, sometimes the spreader mark was too close to give effective separation of the rounding and running boats on the one hand from the beating boats on the other, and sometimes the marks failed to establish separate four-boat-length zones. The marks need to be at least 9 boat lengths apart.

Heat and start abandonment.

What constitutes a fair course in radio sailing is somewhat different from that in full-size sailing. In particular, while an unfair start is shown by the leading boat not having to tack to lay the windward mark, after the first beat it is very unusual to have the course considered unfair even with significant changes in wind direction. The recommendation is that clear guidance be given to a radio sailing Race Officer about the circumstances in which it might be appropriate to abandon a race because of a course which might be considered to give unfair racing. Such abandonment is welcome for an unfair first beat, but very unusually otherwise.

Start line bias.

It is commonly suggested that an unbiased start line is one which is at approximately 85 degrees to the wind, that is, the pin end is slightly to windward of the committee boat end. This is an excellent starting point, but thereafter it is the behaviour of the fleet which determines whether the starting line is fairly biased. The recommendation is that if boats cluster at one or other end so as to give rise to incidents or near misses, or numerous boats are unable to gain a first-rank position on the start line, then the line bias must be adjusted until the boats are reasonably spread along the line and the risks of incidents are minimised.

Start line length.

In radio sailing, the length of the start line is crucial to fair sailing. The recommendation to Race Officers is that the line should be between 1.3 to 1.5 to 1.8 times boat length for all the boats in the largest heat of a race. It is 1.3 for light wind and wave conditions, 1.5 for medium conditions, and 1.8 or even 2.0 for heavy conditions. And if in doubt, a Race Officer should lengthen the line.

Time lost to racing.

Race Officers are acutely aware that reacting to wind shifts or changes of conditions on the course take time that may be lost to unnecessary changes to try to make racing perfect. The recommendation is that clear guidance be given to a radio sailing Race Officer about the appropriate balance between 10 starts which give excellent racing and 20 starts which merely give a lot of time on the water. In general, competitors at all levels prefer 10 excellent races.

Chris Watts of the RYA suggests that a Race Officer should, instead of number of races, judge the quality of a race as to whether boats were evenly spread out along the start line, sailed both sides of the beat and both sides of the run, and rounded both gates.

Start and finish judging.

It should be emphasised to race officials that they shall position themselves on the start and finish lines so that they can properly judge OCS boats and finishing positions. This means that they must be able to sight a line along the windward edge of the start marks for a start, and the leeward edge of the finish marks for a finish. The start line and the finish line are not judged "in the middle of the marks". The recommendation is that the start line and finish line judge always uses, and is seen to use, a Perspex sheet with an inscribed line to assist their judgement.

Additionally, it should be emphasised to race officials that a start is signalled at the very beginning of the sound signal. The word "Go" or "Zero" takes between 100 and 200 ms to enunciate. In that time, a typical radio controlled boat has moved between 50 and 100 mm, a distance which is very easily judged in radio sailing. A race official would certainly call OCS a boat which was 100 mm in front of the start line, but only if they could be quite certain they were judging the start at the very start of the sound signal "Go" or "Zero".

Leeward gate bias.

It is commonly suggested that an unbiased leeward gate is one which is at 90 degrees to the wind. This is an excellent starting point, but thereafter it is the behaviour of the fleet which determines whether the gate is fair. The recommendation is that if almost all boats round at one or other end, then the gate bias must be adjusted until boats seem to take the port or starboard side of the gate with roughly equal probability. In radio sailing practice, this means that the port gate (looking up the course towards the finish line) is set a small distance to windward of the starboard gate.

Duration of heats.

It is expected that a heat takes between 12 and 15 minutes on average. It is expected that a seeding race is significantly longer, perhaps 20 minutes. The recommendation is that a timekeeper specifically reports heat duration to the Race Officer at the end of every heat.

Sound signals.

It should be emphasised to race officials that radio sailing is controlled using highly audible sound signals, usually an air horn. Verbal signals should only replace sound signals in cases of emergency. In particular: a change of course shall always be signalled by a single blast; a general recall by two blasts; and abandonment by three blasts.

Changes to the course.

A change to the course may sometimes be made while a heat is in progress, consistent with RRS E3.8 and RRS 34. Typically, this would be a repositioning of a mark of the leeward gate while all boats are beating towards the windward mark and none have rounded. Such a change must always be signalled, and the nature of the change must be verbally announced. It is not acceptable to make the change without such signal and announcement.

There is a temptation to take the time and trouble to adjust the course when the A heat is due to sail. Instead, course adjustments should be applied to all heats consistently, since every competitor deserves a fair race.

Highly restricted control area.

Good attention was given to making the course generally visible to competitors by having a raised control area. Inevitably, a raised control area is highly restricted, and further attention should be given to the following points.

Competitors who are constrained to view the leeward side of the start line are unable to see boats at the far end of the line, are unable to sight the start line, and are unable to make fair starts. The recommendation is that the start line should be positioned so that all competitors are able to view it from the windward side.

The control area must be wide enough, or must have steps, so that all competitors can have an unobstructed and fair view of the entire start area. In principle, up to 20 competitors must be able to line up in one or perhaps two rows. The recommendation is that the control area width is at least 75 cm for every competitor plus 4 umpires and 4 observers, suggesting a width of around 20 m in one row, or 10 m in two rows.

Competitors should line up in one or perhaps two rows which are at right angles to the start line.

Where the control area cannot accommodate one row and there is no provision for a second row on a permanent platform, the problem can be alleviated with substantially constructed movable boxes

(steps) able to take the weight of skippers in a second row. A number of such box steps (4 to 6) at a height of 20 – 30 cm and 150 cm x 60 cm in size could be positioned behind the first row.

Competitors at one end of a row must be able to see the course and the course marks which are towards the other side of the row. It is common for competitors to push forward, and if the row is constrained by movable railings, they will be edged forward by enthusiastic competitors. The result is that one side or other of the course is effectively obscured to competitors at the other end of the row. The recommendations are that, if moveable, (a) the railings are bowed slightly concave at the start of every heat, so that the effect of enthusiastic competitors pushing forward is simply to straighten the row, and (b) a race officer has specific responsibility to reset the railings at the end of every heat and reset them to match any course adjustment at the start of every new heat.

Positioning of umpires.

In a restricted control area, it is generally recommended that umpires be located and paired with their observers behind (or possibly beside) the competitors, and not in front. In particular, this means that umpire and observer calls and hails are made directly towards the competitors, who then have little opportunity to claim to have failed to hear a call. It also means that umpires can more easily communicate with each other without distracting competitors.

Facilities for umpires.

If umpires would remain standing for long periods, consideration must be given to appropriate seating. A small table and chairs for use between races would be useful, with a waterproof box for documents, including protest forms.

Mark laying.

It is generally recognised that a successful events is highly dependent upon effective mark laying to adjust to changes in the wind. This generally means that the mark laying team should be on the water immediately at the end of any heat, and if not previously authorised to reset marks as may be necessary, have a dedicated race official signalling mark adjustments to them.

While mark layers and Race Officers usually give primary attention to the position of the windward mark, the top priority for radio sailing is the bias of the start line, and equal if not more attention must be given to the start line, especially in the situation of a highly constrained control area, when not only must the pin be moved but the whole line must be moved to maintain the ability of all competitors to view its windward side.

Mark contact.

In calling a contact in radio sailing (boat on boat or boat on mark), the standard of evidence required is that of “beyond reasonable doubt”. This is a stronger standard than that of “comfortable satisfaction”, and much stronger than that of “on balance of probability”. In particular, the evidence required to call a mark contact is that the mark shall be seen to clearly and visibly spin. Boats passing close to, but not in contact with a mark can easily make the mark bob vertically, and sometimes make the mark seem to corkscrew or oscillate. In neither case can a call of “contact” be safely made.

Unresolved incidents.

The pairing of observers and umpires yields some ambiguity about unresolved incidents. Observers are members of the race committee when acting as observers, but are also serving as jury members when assisting umpires. It is recommended that an observer who has an unresolved incident should discuss this with their paired umpire at the end of the heat before passing the incident on to the Race Officer for action.

Manual backups.

Failure of equipment is inevitable. It is recommended that a manual backup for the starting sequence, and for the fleet board if electronic, always be available for immediate deployment.

Structure of the race officers group in action.

In an International event, the Principal Race Officer for a heat or race keeps an overview of the entire race, and directs their team as required. Different Race Officers or race officials should judge the start and finish lines. In particular, the Principal Race Officer makes any last second decisions about abandoning the start or the first beat, notes OCS boats under RRS 30.1 or 30.3 when they may not have been called by the start line judge, notes second finishes of boats penalised or taking penalties at the finish, notes and then directs the mark layers to adjust the course, and is available to respond to questions or requests from competitors about protests or redress.

Marblehead class committee.

Of the 40 competitors who attended the evening meeting, the overwhelming majority voted to establish a Marblehead class committee of IRSA. There were no objections, and no one voted against the proposal. A working group has agreed to work with NCAs and owners in proceeding to any form of International class association. The group will keep IRSA updated with this process.

Recommendations and lessons to learn

Wifi for all

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

Timed appointment system for measurement

Piece of sail material carrying a two-digit number to check legibility at event measurement

Mandatory pre-event briefing with National delegates, Jury, and Race Officers

Mandatory start-of-day briefings retained in sailing instructions, with National delegates or all competitors, Jury Chair, and Principal Race Officer at least

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

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

SlIs make RRS G3 applicable, reinstate RRS 30.2, refine definition of RRS 30.2 and 30.3 triangle

Position umpires alongside or behind the competitors

Mark contact to be “beyond reasonable doubt”, not “comfortable satisfaction”, and certainly not “on balance of probability”

Umpire calls of exoneration for mark or boat contact shall be hailed

Unresolved incidents progressed by an observer with informal consultation with their paired umpire before informing the Race Officer

Retain Addendum Q current provision for umpire-initiated penalty calls of two turns, competitor-initiated penalties one turn

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

No smoking in or around the control area

Constrained control area must be wide enough for all the competitors, aligned to the course, with all the course visible from any point

Constrained control area which cannot accommodate one row shall have substantially constructed movable boxes able to take the weight of skippers in a second row

“Social” “fun” races with officials, judges, and umpires

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

Every mark has a sail number-sized number or letter

All marks (including starting marks) have stripes or similar in a contrasting colour

Red marks avoided

Every mark tethered so it is able to spin

Every mark mooring line counterweighted to be as vertical as possible

Multiple windward marks to be at least 9 boat lengths apart so that there is a gap between the 4 boat length zone of each mark

Heat abandonment for an unfair first beat, but very unusually otherwise

Start line bias must be actively adjusted so boats are reasonably spread along the start line

Leeward gate (if any) bias must be actively adjusted so boats roughly equally choose the port or starboard side

Start line length is 1.3 for light wind and wave conditions, 1.5 for medium, and 1.8 or even 2.0 for heavy. If in doubt, lengthen the line

Start line and finish line judges uses a Perspex sheet with an inscribed line or similar

Heats take between 12 and 15 minutes on average, seeding races significantly longer, perhaps 20 minutes

Change of course always signalled by one blast; a general recall two blasts; abandonment three blasts

Course adjustments should be applied to all fleets as needed, not just the A fleet

Mark layers on the water at the end of every heat, awaiting instructions if necessary but preferably proactively initiating course adjustments as needed

Equal if not more attention given to the start line as to the windward mark, especially with a constrained control area

Race Officer maintains an overview of the entire race, directing their team as required, not undertaking executive duties, and being promptly available for competitor questions or requests

A race official to have specific responsibility for sail number visibility at marks

A race official to have specific responsibility for timing heat durations

A race official to have specific responsibility for signalling and agreeing mark adjustments to mark layers

If a constrained control area, a race official to have specific responsibility for resetting the railings concave at the end of a heat, and realigning to match course changes at the start of a heat

Issues to note for future action and debate

Blind and mute observers; by which we mean the tendency of otherwise eagle-eyed and vociferous competitors to fail to respond to racing incidents as required by RRS E5.1(b) and (c).

IM in charge of event measurement

Naviga rapprochement

IRSA designation for RG-65, Dragon Force, and Footy classes

Competitor acknowledgement of rule breach and of intention to take a penalty
Place into Appendix E the requirement to acknowledge an intention to take a penalty

Prize guidelines: Value of 1st prize approx. 50%-75% of entry fee, 2nd 30%-45%, and 3rd 20%-30%.

Highly constrained control areas.

Gordon Davies: Preference for control areas which are NOT highly constrained. Preference would be for a control area about 40 m long, which allows competitors to move but keeps them within hearing distance of each other.

Ability to participate.

Brad Gibson: One very real problem facing radio sailing and IRSA is the significant cost of travelling. The M, 10R, and A class much more so than the IOM, but nonetheless, the struggle to get equipment abroad significantly hinders entries and the prospect of realistic International class growth. All carriers have a list of items under sporting equipment, yet ours and general sailing items never seem to be covered. How can IRSA change this? Could we look to enlist a preferred carrier or airline as an official sponsor to radio yachting?

Gordon Davies: Boats and rigs could be sent via a professional delivery service. The class could approach one of the specialist boat transport companies.