

# INTERNATIONAL SAILING FEDERATION RADIO SAILING DIVISION



I S A F  
AFFILIATE MEMBER

Racing Rules Committee Chairman  
ZORAN GRUBIŠA  
Erazma Barčića 15 \*HR 51000 Rijeka \*Croatia  
Email: zoran@scor.hr  
Telephone & fax: +385 51 211 632

## **RRC Chairman Report to the ISAF - RSD Permanent Committee**

ISAF - RSD Racing Rules Committee had no many work during 2004 mostly because amendments to Appendix E were defined in 2003 and the fact that only championship held in 2004 was IOM Europeans that was held for the first time under the jurisdiction of IOMICA.

New RRS 2005 - 2008 that have started to apply from 01.01.2005 include all our submissions prepared by ISAF RSD and submitted through Croatian Sailing Federation, but unfortunately due to some later wording editing by ISAF an important clause about grandfathering of Sail Identification Marks was omitted. Because of that, class rule change was agreed with Technical Committee in order to grandfather sails certified before 01.01.2005. Class rules were also changed as E4.7 is deleted and moving of ballast is now defined in the class rules.

There were no changes in Standard Notice of Race and Standard Sailing Instructions guides, but both of these documents were not applied on RSD events in 2004 as only event was under IOMICA jurisdiction. However, IOMICA's Notice of Race and Sailing Instructions are mostly based on RSD guides, but Sailing Instructions for IOM Europeans were changed one day before event particularly in Umpiring System. Although that was IOMICA event and IOMICA can produce its own Sailing Instructions it must be noticed that various alternations of Radio Sailing Umpiring System that is currently in RSD SSI never made any improvement. The question of "re-active" vs. "pro-active" has been discussed over last two years, but it was obvious that no straight answer as one of these options can be given. For that reason, current Radio Sailing Umpiring System is combination of these two principles, which takes best of each. Umpiring on radio sailing was applied first time on IOM Worlds 2001 in Croatia and it was very successful. After that, several modifications were tried on different events, but results were never above the quality level in Croatia. Of course, there are other factors that may have influence on umpiring quality, but it is important to standardize procedure as much as possible so sailors can know what they can expect on each championship. Therefore, if ISAF-RSD will become Multiclass Association it is important to define how Appendix E, Umpiring system, Standard Sailing Instructions, Standard Notice of Race, Championship Regulations and racing systems will be managed.

On the last PC meeting Racing Rules Committee proposed final text of HMS 2004 for approval to the PC. Although there are still not minutes from that meeting, my impression is that it was agreed to ask Peter Stollery as author of first HMS to join RSD RRC and discuss with him all aspects of new HMS. I did contact him by e-mail soon after the PC meeting, but he was not willing to join RSD RRC. We agreed that we will discuss this in Spain during IOM Europeans when he told me that he want to prepare completely new text of HMS. We agreed that he will present it to RRC as soon as it will be finished but so far, I did not received anything. Racing Rules Committee's proposal for HMS is still on the table.

During 2004 only IOM European Championship was held in Arcos dela Frontera, Spain with participation of 82 competitors with 13 countries. The winner was Graham Bantock, GBR. As this was IOMICA event, we cannot expect Race officers report, but some points about this event can be discussed during PC meeting, as three PC members were present at this event.

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Zoran Grubiša