

# 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 PC meeting on 12 - 13. 01. 2002.**

This report will cover the period between two ISAF - RSD PC meetings when RRC was composed as follows: Zoran Grubiša (CRO), Luca Babini (ITA), Fulvio Becagli (ITA), Paul Chisholm (NZL), Bernadette Delbart (FRA), Larry Robinson (USA), Klaus Schroder (GER), Peter Valentino (MLT), John Whitfield (AUS). Larry Robinson (USA) resigned from this committee 06. 05. 2001. while all other members expressed their wish to continue to work in this committee after RSD General Assembly in May when I was elected for RRC chairman after I was working in this committee as Acting Chairman. I would like to thank all members for their contribution and work in this committee, especially to Larry Robinson, whose resignation we accepted with regret.

### **Championship Regulations**

Championship regulations are updated with the new rules and last PC decisions. A draft is presented for PC approval.

### **Standard Notice of Race**

Standard Notice of Race Guide was finalised to comply with new Racing Rules of Sailing and Equipment Rules of Sailing and it was used for the first time for IOM WC 2001. Standard NoR Guide needs some fine tuning only in the part that is reproduced from Championship Regulations that is presented for PC approval.

### **Standard Sailing Instructions**

Standard Sailing Instructions Guide was made in accordance with the new rules. SSI are now much shorter and for the first time include Umpiring appendix that can be used optionally, but RRC recommend using of umpiring to all DM major events, and after successfully applying on the IOM WC 2001. the committee will work on its improving and implementation in the new set of racing rules.

### **Umpiring**

Umpiring was introduced for the first time on IOM WC 2001 with 10 Umpires all IJs, 4 of them IUs. They were working in two panels one for on the water judging and one in the Jury room for protests not solved by umpires. The number of protest hearing is reduced to a half of usual number and there was almost no waiting between the heats that allowed 24 races for 5 heats in 6 racing days. This new system was well accepted by all competitors, including those who had never been umpired before. Some possible improvements were noticed and RRC will work on them during next three years before recommending umpiring for the new set of racing rules. RRC will also prepare guidelines for umpire's work on all RC events that will help all DM in implementation of on the water judging.

## Racing Systems

After obviously necessity of changing or improving the current racing system in radio sailing RRC made a survey of existing and new proposed racing systems with following results:

### HRS

Even though this system has been in use since many years, the committee found that it is rather inadequate since it heavily penalises boats and relegates them to a lower heat. It also causes problem with awarding redress and deciding the protest that affects races where promotion and relegation has already been done.

### HMS

This system has been in use since many years in several countries. It is well known and supported. The committee finds that it is a better solution to HRS, however has the following limitations:

- 6 heats are required for 80 competitors
- With 80 competitors and 5 heats, 20 boats must sail in each heat
- It is more difficult to judge 20 boats on the water rather than 16. RRC thinks that 16 boats per heat is the maximum no. of boats one can have in order to have efficient judging. this would also minimise the number of possible contact, entanglements and requests for redress.
- There can be waiting-time between heats if one of the 4 boats that have to be promoted is involved in a normal hearing protest or request for redress.
- The control area needs to be bigger for 20 competitors and 4-5 officials.

### SHRS

This system is based on another system on other sailing events. It **does** not include any promotion and relegation. Any boat can win any race. It is suitable for well attended, 6 - 7 day events. It has not yet been tried at rc events however it is well known in other 'big' sailing events.

The committee cannot recommend any of the presented systems. We need to try one of the presented systems and then evaluate the event and make further decisions to approve, change or reject such a system, or the other possibility is to devise a completely new racing system that will:

- Reduce the number of requests for redress
- Simplify the way for awarding redress
- Allow any boat to win any race
- Separate the fleet in heats with boats according to their possibility
- Allow as many possible races to be sailed

## Appendix E

After new Appendix E was approved by ISAF, conflict with the Sail Identification Mark Rules was noticed, but this is also connected with the date for applying the new class rules. However, a list of changes needed to adapt Appendix E, old Sail Identification Mark Rules and new class rules is presented for PC approval as well as the way of its application.

On the last ISAF conference two submissions for changing Appendix E were presented by Royal Yachting Association and approved by the ISAF RRC for application in the new set of racing rules. Although, both submissions are not of great importance, it should be noticed that Appendix E is changed by the submission of ISAF MNA without any RSD opinion. In fact, I was warned about this one day before the meeting, by Neven Baran, member of ISAF RRC. I immediately sent him the opinion of the RSD RRC however both submissions had already passed. This situation clearly shows the need to change RSD status within ISAF to that of RSC. In this way, more importance will be given to RSC when it comes to any changes to Appendix E.

## **Regatta report**

The position of International Regatta Officer was deleted at the General Assembly. That role was transferred to the Racing Rules Committee. For the classes where ICA exists, ICA will probably take the important part in deciding the venues and criteria for electing the hosts of world and continental championships. Therefore, this has to be clearly defined within ICA - RSD structures and relations.

### **2001 events**

The only RSD event in 2001 was IOM World Championship held from 12 - 19. 05. 2001. in Omisalj, Croatia. 79 boats from 15 countries were participating, 24 races were completed, and on the water judging was used successfully for the first time. The winner is Martin Roberts (GBR). Unfortunately, there was no Marblehead European championship in 2001.

### **Future events**

Besides IOM WC 2003 that was already approved for Vancouver (CAN), IOM EC 2002. was approved for Fleetwood (GBR) and Marblehead WC 2002. was approved for Ravenna (ITA). Applications for hosting both Marblehead and One Metre Championships were received from Greece. Whilst appreciating the enthusiasm shown by Greece to host an event, their application will only be considered when they will reach DM status. Regional officers will probably give more details about other possible organisers of future RSD events.

03. 01. 2002.

Zoran Grubiša