

## **Synthesis of the answers received to the questionnaire related to the regatta format and course types**

### **and changes decided by the Management Committee accordingly**

#### Introduction

The basis of the regatta format and the course types of the applicable Manual for the Class Championships were defined in 2006, mainly following a sailors' meeting held in Balaton in June 2006 and answers received to a questionnaire, and then slightly amended according to the feedback experience.

After having applied this regatta format for 4 years, the Management Committee felt necessary to get feedback and wishes from sailors and coaches before deciding any further evolution. For this purpose, a questionnaire about items related to regatta format, scoring, course types, racing rules and sailing instructions has been drafted and made available at the World Championships, then sent by e-mail to sailors and coaches.

35 answers were collected at Worlds and 32 by e-mail in September 2009.

The synthesis of the answers received was then considered by the Management Committee in its meeting held on 24-25 October 2009 and some decisions to change the regatta format for the 2010 Championships were made. The Management Committee decided also to ask the ISAF to consider some changes to the regatta format applicable to ISAF events sailed on 470.

The pages 2 to 4 of the current document gives an overview of the answers received and decisions made, while the next pages gives details for each question (questions in italic letters, answers, decisions).



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### Who has answered ?

Questionnaires were filled in either by individual crew members or collectively by the two crew members of boats, or by coaches. In few cases we got two questionnaires for one boat, filled in by each crew member and giving some different answers.

For the synthesis, the number of questionnaires filled in has been taken into account (and not the number of people having taken part in answering) as detailed here below:

Number of questionnaires received from :	
a crew member alone	43
two crew members together	10
two crew members separately	8
a coach	6
<b>Total</b>	<b>67</b>

The total number of people having answered is **77** ( $43+2 \times 10+8+6$ ).

The total number of boats represented in the answers is **57** ( $43+10+8/2$ ).

These boats represent 21 different nations and took part in 2009 Championships as follows:

- 5 took part in the four Championships (Worlds, Junior Worlds, Europeans, Junior Europeans),
- 4 took part in three Championships, including 3 in both Worlds and Junior Worlds,
- 25 took part in two Championships (23 in both Worlds and Europeans and 2 in both Junior Worlds and Junior Europeans),
- 23 took part in one Championship only, including 20 in the Worlds.

In total, 52 out of the 57 took part in the Worlds, 32 in the Europeans, 12 in the Junior Worlds and 10 in the Junior Europeans. More than one third of the boats having taking part in the Worlds answered, which is successful.

Out of these 57 boats, 26 are in men-mixed category and 31 in women category.



ISAF ranks of these 57 boats are as follows:

	Men	Women
Top 10	4	7
11-30	7	6
31-100	6	16
> 100	7	1
Not ranked	2	1
Total	26	30

### **The main results**

The results show that the sailors seem globally satisfied with the current format as practically for all items the current option reaches the majority of positive answers. Few suggestions have been made to change or improve the current format.

The only current options which have not reached the majority of answers are the followings:

- Last race and other final races than Medal race sailed on the last day (51% against, 48% in favour),
- Lack of target time to reach the first mark of the trapezoid course (51% in favour of adding a target time).

Another issue was that only 15% approved that OCS and BFD should be posted on the finishing line at the earliest, which was the option applied at the 2009 Worlds after having had some trouble with the current option to post them at the first mark without any obligation to retire. This current option got 66% of positive answers.



### **The decisions made by the Management Committee**

Considering the answers received, the Management Committee:

- 1) approved the following changes to the Manual, for application to 2010 Championships:
  - Target time for the leading boat to finish: 60 minutes for the trapezoid course (instead of 60-70) and 30 minutes for the windward-leeward course (instead of 30-40),
  - Target time for the leading boat to reach mark 1: introduction of a target time of 25 minutes for the trapezoid course,
  - Preparatory signal: use of flag P at the first attempt (instead of flag I), then I or Black,
  - OCS and BFD at mark 1: use of flag X shown at mark 1 to boats OCS and BFD with obligation for those boats to abandon the race.
- 2) maintained the current option to have a Last race and other final races than the Medal race sailed on the last day, in spite this option did not strictly reach the majority of the answers.
- 3) decided to ask the ISAF to consider the following options (which got a large majority of the answers) for the next ISAF events sailed with 470:
  - Medal race course: adding a short last reach from the leeward mark to finish,
  - Medal race: not to sail the Medal race if the fleet Gold has not sailed at least two final races.



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## **Regatta format**

### **Global principles**

*“The regatta format consists of a qualifying phase and a final phase. The final phase includes the Medal race and the Last race for fleet Gold and “normal” final races for the other fleets on the last day.”*

Approved: 75%

21% answered that these principles were not satisfactory and 4% did not answer the question.

Five (unique) suggestions were made as follows:

- to delete the qualifying phase and to establish fleets Gold, Silver, Bronze with the results of Grade 1 events,
- to have only fleet Gold after the qualifying phase (the others going back home),
- to have the top 20 of the ISAF ranking list entering directly the fleet Gold (increased to 60 boats),
- to have only fleet Gold for the women category whatever the number of entries is,
- to have only the top 5 selected for the Medal race (which should be shorter), then the top 3 after the Medal race would sail short races as long as one boat wins two races (i.e. minimum 2, maximum 4 races); this boat would be the winner of the event.

Three specific questions were asked:

- 1) *do you share the option that all boats sail on the last day, even if not qualified for the Medal race ?*

Not approved: 51%

48% approved and 1% did not answer

- 2) *do you feel necessary to have a lay day between qualifying and final phases ?*

Not approved: 82%

15% approved and 3% did not answer

- 3) *do you feel necessary to have a reserve day between qualifying and final phases ?*

Not approved: 55%

42% approved and 3% did not answer

**MC decision:** no change; the Class policy has always been to have all boats racing up to and including the last day; the majority in favour of deleting races for boats not selected for the Medal race was considered too short (51/48) to decide to change the Class policy.



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### **Qualifying phase – Number of days and number of races**

*“The qualifying phase is expected to last three days with six races sailed; it is extended by one day if six races have not been sailed, to try to get six races, then further extended if four races have not been sailed at the end of the fourth day.”*

Approved: 78%

19% would prefer to end the qualifying phase after 3 days if 4 races were sailed

3% would prefer not to end the qualifying phase as long as 6 races were not sailed

Some of those approving the current format expressed also their agreement to choose one of the two options. Counting these votes would lead the 19% and 3% to become 25% and 21% respectively.

Two (unique) suggestions were made as follows:

- to plan 8 qualifying races within 4 days,
- to plan 5 qualifying races only.

MC decision: no change.

### **Qualifying phase – Initial assignment of boats to fleets**

*“The initial assignment of boats to fleets is done by a seeding committee chaired by the 470 Int. representative consisting of two or three coaches and one organiser representative; it is mainly based on the ISAF ranking list.”*

Approved: 87%

13% answered that the principle was not satisfactory

Two proposals were made by part of these 13% (9 answers), as follows:

- 5 answers suggested to give more importance to recent Grade 1 events and/or the World Cup than to the ISAF ranking list,
- 2 answers suggested to delete the seeding committee and to rely on existing rankings only.

MC decision: no change.

### **Qualifying phase – Reassignment of boats to fleets**

*“The reassignment of boats to fleets is daily done and automatically based on the overall ranking list at the end of each day.”*

Approved: 99%

1% answered that the principle was not satisfactory, without commenting why.

MC decision: no change.



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### **Final phase – Number of days and number of races**

*“The final phase is expected to last four days with seven races sailed, including the Medal race for the top 10 and the Last race for the rest of the fleet Gold.”*

Approved: 73%

26% answered that these principles were not satisfactory and 1% did not answer the question.

Around half of these 26% proposed to hold only the Medal race on the last day.

Other (unique) proposals were related to the number of races and/or of days, as follows:

- to plan 3 final races within 3 days,
- to plan 5 final races within 3 days,
- to plan 6 final races within 3 days,
- to plan 11 final races within 4 days,
- to plan 8 final races within 5 days,

MC decision: no change.

### **Final phase – Assignment of boats to fleets**

*“The boats are assigned to fleets Gold, Silver, Bronze according to the final results of the qualifying phase definitively for all the final phase.”*

Approved: 93%

6% answered that these principles were not satisfactory and 1% did not answer the question.

One suggestion was made to group fleets Silver and Bronze into a unique fleet.

MC decision: no change.



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### **Medal race – Minimum number of races to be sailed before the Medal race**

*“With several fleets, a minimum of 2 final races shall be sailed for the fleet Gold at the end of the day before the last to have the Medal race organised.”*

Approved: 55%

40% answered this was not satisfactory and 5% did not answer the question.

3%, having answered that 2 races were not satisfactory, suggested to increase the number from 2 to 3.

12%, having answered that 2 races were not satisfactory, suggested to increase the number from 2 to 4.

This means that 70% (55+3+12) were in favour of 2 final races or more.

15% approved to sail the Medal race even if no final race was sailed.

*“With one fleet, a minimum of 8 races shall be sailed at the end of the day before the last to have the Medal race organised.”*

Approved: 69%

28% answered that these principles were not satisfactory and 3% did not answer the question.

30% suggested to decrease the number from 8 to 6. Other suggestions were made to increase to 10 or to decrease to 4, with less than 4%. One suggestion was to have only one race sailed to ensure the Medal race to be sailed in any circumstances.

MC decision: no change; the 470 Internationale will ask the ISAF to consider the option not to sail the Medal race at ISAF events sailed on 470 if less than two final races have been sailed.

### **Number of races per day**

*“The total number of races is based on an average of 2 races a day; three races maximum may be sailed per day, either to catch up a missing race or to anticipate one race in case of bad weather forecasts .”*

Approved: 97%

3% (two answers) did not approved:

- one proposed 4 races maximum per day,
- another one proposed that the third race could be sailed only to catch up but not to anticipate.

MC decision: no change.



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## **Scoring**

### **Number of discards**

*“One discard if more than 3 races are sailed.”*

Approved: 75%

25% answered that this was not satisfactory. Among them, 2 answers (3%) suggested to have one discard if more than 4 races are sailed

*Two-discard system*

51% (half having approved one discard after 3 races, half having not approved) answered that a two-discard system should be re-introduced. The suggested minimum number of races to get two discards went from 7 to 12, with an average of 9. One answer suggested to have one discard in qualifying and one discard in final.

MC decision: no change; the majority in favour of a two-discard system was considered too short (51%) to decide to re-introduce it.

### **Points carried forward from the qualifying phase to the final phase**

*“The points of the qualifying races are carried forward to the final phase.”*

Approved: 93%

6% answered this was not satisfactory and 1% did not answer the question.

Three (unique) suggestions were made as follows:

- to count the final rank of the qualifying phase as first final race,
- to count the qualifying races with a factor lower than 1,
- to apply the 29er system (?).

MC decision: no change.

### **Points carried forward from the qualifying phase and the final phase to the Medal race**

*“The points get in the qualifying races and the final races are added with those of the Medal race; as a result, the winner of the Medal race may not be the winner of the event.”*

Approved: 100%

100% of the answers rejected to start the Medal race with 0 point.

MC decision: no change.



### **Points get at the Medal race**

*“The points get in the Medal race correspond to the finishing order multiplied*

- by 2 if more than 8 qualifying and final races have been sailed,*
- by 1,5 if 7 or 8 qualifying and final races have been sailed,*
- by 1 if less than 7 qualifying and final races have been sailed.”*

Approved: 67%

30% answered this was not satisfactory and 3% did not answer the question.

31% (those having not approved the variable multiplier factor) approved to have a constant multiplier factor, 25% proposing a factor 2, 1% proposing a factor 1 and the others not proposing any value.

MC decision: no change.



## **Course types**

### **Olympic trapezoid for fleet races – Shape and leg lengths**

*“Trapezoid with windward-leeward legs of same length (between 0,7 NM and 1,2 NM depending on wind strength), one reach at 60° of maximum 0,7-0,8 NM, one reach at 60° to finish of 0,3-0,4 NM; the course includes one outer loop or one inner loop.”*

Approved: 97%

3% (i.e. 2 answers) answered that this was not satisfactory. One of these answers suggested to have leg lengths between 1 and 1,5 NM, The other one suggested to end with a slalom as RSX.

MC decision: no change.

### **Olympic trapezoid for fleet races – Target time for the leading boat to finish**

*“The target time to finish for the leading boat 60-70 minutes, which defines the length of the course according to the wind strength.”*

Approved: 66%

33% answered this was not satisfactory and 1% did not answer the question.

Those having not approved the target time proposed new target times between 40-50 minutes for the lowest and 80-90 minutes for the highest, the average being 56 minutes.

MC decision: the target time will be changed to 60 minutes.

### **Olympic trapezoid for fleet races – Target time for the leading boat to reach mark 1**

*“There is no target time to reach the first mark.”*

Not approved: 51%

Only 43% approved and 6% did not answer the question.

Those having not approved the lack of target time proposed target times between 12 and 30 minutes, the average being 25 minutes.

MC decision: a target time of 25 minutes will be introduced.



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### **Windward-leeward course used for Medal race - Shape and leg lengths**

*“Windward-leeward leg between 0,4 and 0,6 NM, with two or three loops depending on wind strength, and one reach at 60° to finish of 0,2-0,3 NM.”*

Approved: 87%

12% answered that this was not satisfactory and 1% did not answer the question.

Half of those having not approved suggested to delete the reach to finish. Four other (unique) suggestions were made as follows:

- to have the two-loop option only,
- to use a trapezoid with two loops,
- to have a slalom as RSX,
- to have a shorter and less boring course...

MC decision: no change.

### **Windward-leeward course used for Medal race – Target time for the leading boat to finish**

*“The target time to finish for the leading boat is 30-40 minutes, which defines the length of the leg and the number of loops according to the wind strength.”*

Approved: 85%

15% answered this was not satisfactory.

Those having not approved the target time proposed new target times between 15-20 minutes for the lowest and 40-45 minutes for the highest, the average being 28 minutes.

MC decision: the target time will be changed to 30 minutes.

### **Windward-leeward course used for Medal race – Target time for the leading boat to reach mark 1**

*“There is no target time to reach the first mark.”*

Approved: 67%

25% answered this was not satisfactory and 8% did not answer the question.

Those having not approved the lack of target time proposed target times between 12 and 25 minutes, the average being 17 minutes.

MC decision: no change.



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## **Racing Rules and Sailing Instructions**

### **Course signals**

*“The chosen course is signalled with flags (E for trapezoid with outer loop, K for trapezoid with inner loop, pennant n°2 for windward-leeward course with two loops, pennant n°3 for windward-leeward course with three loops).”*

Approved: 88%

11% answered that this was not satisfactory and 1% did not answer the question.

30% (including all those having found the flag system not satisfactory) answered that *“letters on a board on the RC boat would be easier to see”*.

MC decision: no change.

### **Preparatory signal**

*“The Race Management policy issued by the 470 Internationale is to use exclusively flag I or Black flag as preparatory signal for fleet racing (trapezoid courses); flag I is used at the first attempt; flags P and Z are not used.”*

Approved: 55%

39% answered this was not satisfactory and 6% did not answer the question.

49% (including all those having found the use of flag I at the first attempt not satisfactory) answered that flag P should be used *“first and then flag I or black in case of general recall”*.

MC decision: the majority in favour of using flag I at the first attempt (55/49) was considered too short to keep a departure versus the ISAF Race Management policy; the Manual will recommend using flag P at the first attempt.

### **Coach boats while racing**

*“The coach and support boats may enter within the trapezoid course under specific conditions to be met; they are not allowed to enter within the Medal race course.”*

Approved: 66%

24% answered this was not satisfactory and 10% did not answer the question.

Those having answered this was not satisfactory approved *“to forbid the coach boats to enter any racing area while a race is in progress”*.

MC decision: no change.



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### **Posting OCS and BFD at first mark**

*“As far as possible the sail numbers of boats OCS or BFD are posted at the first mark; the concerned boats may abandon the race or may decide to continue racing.”*

Approved: 66%

33% answered this was not satisfactory and 1% did not answer the question.

Two alternate solutions were proposed:

- 1) *would you prefer to make mandatory for the concerned boats to abandon the race ?*

Not approved: 51%

39% approved

- 2) *would you prefer to post OCS and BFD on the finishing line only ?*

Not approved: 85%

15% approved

MC decision: the current option, in spite of getting 66% of positive answers, was rejected because it had led to strange cases at 2009 Europeans and Junior Europeans; the option applied to the 2009 Worlds (post OCS and BFD list on the finishing line only) was not considered satisfactory to the sailors (15% of positive answers); so, the option that will apply, in spite this option was not approved by 51% the sailors, will be the one recommended by the ISAF in RRS Appendix LE, which is to show the flag X at mark 1 to OCS and BFD boats with obligation for these boats to abandon the race.



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