



*the boat the world sails*

## Submission Form 2015 General Assembly Meeting

**Submission Form to be completed by Presidents of the National 470 Class Associations and by Individual members  
and emailed to [office@470.org](mailto:office@470.org) before 1400 hours UTC on Saturday 30 May 2015**

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I propose the following submission, to be discussed at the General Assembly meeting (in case of several submissions, please, use one form for each submission):	
Subject Header: <b>Master's Cup recommendations for 470 class championship organisation manual</b>	
<p>Context: If referencing existing 470 Class Rules, Championship Manual or other documentation please reference the documentation.</p> <p>The focus of Master's Cup participants is a yearly, international championship for 470 sailors in senior age, attracting a large number of competitors in a friendly ambiance, considering their professional duties and families. Due to this the effort for the Master's Cup organisation can be optimised to save costs for participants and organising authorities as well as making the sailing in a friendly ambiance being the major part of the event and not high level measurement procedures.</p>	

## Proposal Text:

## Organization:

1. The 470 International Management Committee should be responsive and conclude contracts well in advance and on a defined base.
2. The 470 International Management Committee should not change the conditions under which a Club presents its candidature after it selected the venue.

## Entries and fees:

3. The 470 International should not ask for money in excess of the service it provides. Entry fee is a sensitive indicator of the participation.
4. Costs must be kept low, especially for charter boats (below 500€) to attract sailors from remote countries.

## Measurement:

5. The 470 International Management Committee should not appoint a 470 Class Official Measurer unless it has serious doubts to the qualification of the local measurers.
6. The measurer should do the measurement seriously and for all boats so that one can rely on the result to take corrective measures, even if this is only for pedagogical purpose.
7. The NoR should announce items to measure with a few weeks of anticipation to allow the sailors to correct it. For instance, weighting the rudder blade or the centreboard without prior notice is out of question since sailors are not equipped to correct this on-site.
8. The 470 International Management Committee should issue a booklet to guide the national measurers. The document of Dimitri Dimou "Common measurement problems & solutions, june 2011" is a useful guide, but it should be updated as promised (an unpublished 2013 version seems to exist).
9. The Class Measurer should consider revision of the rule concerning the placement of the compensation weighs for the mast within 200 mm from the upper point. Putting these weighs on the top of the mast is clumsy and penalize more than weighs attached to the spreaders or than heavier fittings. The competitors should put the compensation where they wish, the weight of the mast and Rule C.12.4 is sufficient. If sailors select too light a mast they also incur the danger that their mast breaks in a strong wind. The top competitors should give their opinion on this issue.

## Race committee:

10. The 470 International Management Committee should not appoint a 470 Course Representative unless it has serious doubts about the qualification of the local RC – the organizers should ask for it.
11. The 470 International Management Committee should include courses L and R into the Manual and give the RC more freedom.
12. The 470 International Management Committee should provide a user-friendly, free ranking software or leave the organizers free in their choice of the software.

## Jury:

13. The 470 International Management Committee should not require a full international Jury. A Protest Committee with one international judge is sufficient.

## Sailing Instructions:

14. The sailing Instructions should ask the sailors to sign-in / sign-out only if the local authorities require it and in this case, the Jury should apply penalties only under rule 69.

15. The RC may not require afterwards sign-in / sign-out if the Sailing Instructions do not specify it.
16. If sign-in/out is mandatory, all safety crews shall remain on the water between harbour and sailing area until the last boat signed in.
17. The safety officer shall check that all trolleys are loaded before allowing the safety crews to leave the area.
18. The sailing instructions shall clarify the usage of D und L flags on the RC boat and onshore. If prohibition of sailing is necessary for safety and a boat does not observe it, the Protest Committee should decide on the penalty under Rule 69.
19. The Sailing Instructions should indicate the number of scheduled races for every day.
20. The Sailing Instructions should give freedom to the RC with respect to weak wind conditions, under respect of a fair race.
21. NoR should allow an overall ranking.
22. NoR and SI should indicate the minimum number of participants for a medal to be given in a particular category and how the categories are merged if this is not the case.

