

International iQFOiL Class Association Executive Committee Meeting

MINUTES

Date and time: Wednesday, 15 May 2025 – 15h00-18h30 CET

Place: Online via the Zoom conferencing system

In attendance:

List of Attendees

- Ronnie Meir (ISR) – iQFOiL Class President
- Gonzalo Costa Hoevel (ARG) – iQFOiL Class Manager
- Valérie Boutet Massonneau (FRA) – iQFOiL Class Executive Secretary
- Ewa Jodlowska (POL)
- Peina Chen (CHN)
- Matthew Rickard (EST)
- Sam Ross (GBR)
- Adrien Gaillard (MEX)
- Olga Maslivets (NOR)

Apologies:

- Kiran Badloe (NED)
- Sara Wennekes (NED)

CLASS SURVEY REPORT ON KEY ASPECTS OF IQFOIL RACING

The Executive Committee reviewed the outcomes of the recent iQFOiL Class Survey, which had been widely distributed to MNAs, athletes, and coaches. The comprehensive summary of the responses is appended at the end of this section.

KEY DECISIONS

1. U Course Format

Following the results of the survey and athlete feedback, the Executive Committee agreed to withdraw the U Course format from all iQFOiL Events starting with the 2025 World Championships in Aarhus. The Upwind Sprint format was recognised as a more effective alternative, especially for enabling upwind racing in light wind conditions and reducing the occurrence of multiple BFDs.

The Race Management Policies and Guidelines will be updated accordingly. The Upwind Sprint format will be authorised in wind conditions from 7 to 15 knots.

2. Medal Format

Given that World Sailing has confirmed the Three-Wins format will not be approved, and in alignment with survey feedback, the Executive Committee agreed to test the Half-Point Medal Format at the 2025 World Championships in Aarhus. The Notice of Race (NoR) will be updated accordingly.

In contrast with Grand Slam events, where direct entry to the Grand Final may be used, the Committee reaffirmed its preference that iQFOiL Class events maintain the Quarterfinal → Semifinal → Final progression format, even when time is constrained.

However, athletes should remain aware that Olympic Games procedures may differ.

3. Black Flag Disqualification (BFD) Rule

The Executive Committee agreed to retain the BFD rule for iQFOiL Class Championships. The rule is considered widely accepted and remains important for fleet control, particularly in large or split fleets.

4. Marathon Format

The Committee noted a lack of strong support for the Marathon format. While some members felt the format's rejection was also linked to how it was currently implemented (The course layout is hard to anticipate, and accurately determining the GPS coordinates of the marks in advance proved unfeasible due to the unpredictability of weather conditions), the overall unpredictability was not considered acceptable by athletes—particularly in main events.

Although the format cannot be officially removed from the NoR without a submission at the next AGM, the Committee reiterated that the Marathon should only be scheduled under ideal conditions, minimising uncertainty for competitors. This approach will remain in place until the next AGM.

5. Number of Races per Day

The Committee confirmed that the current Class Protocol remains valid. Four races per day is the preferred standard, with a maximum of five permitted when the event is behind schedule.

6. Technology Working Group

The Committee reviewed currently available timing technologies, including tools from Vakaros. But rather than imposing immediate financial costs on athletes, the Committee proposed testing a widely-used Time Stamp App already popular among coaches, which includes date, GPS time, stopwatch, and 4K30fps filming capabilities ([App link](#)).

A working group will be formed to further evaluate this and similar technologies with potential applications in Race Management and event support.

7. Medal Race Umpiring and Race Management

- The Committee confirmed the continuation of collaboration with World Sailing to ensure enhanced transparency and fairness in Medal Race umpiring. Sam Ross (ExCom Member) has been nominated to join World Sailing's Working Party on Digital Umpiring and will act as liaison for iQFOiL Class needs.
- The use of additional technological tools, including drones, tracking, and video, will continue to be explored.
- In parallel, the Committee will maintain efforts to develop and implement zoning principles—an approach already used by International Jury Panels at select events to monitor key areas on the course while limiting wake disturbance from jury boats.

iQFOiL Class Survey Report

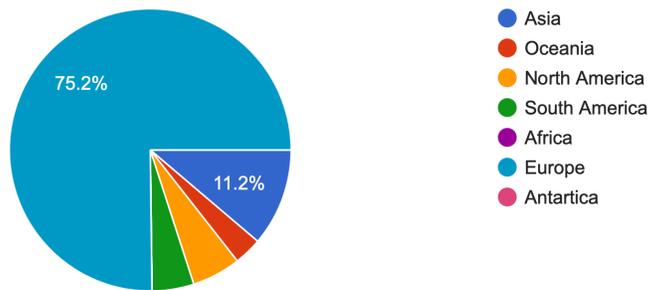
Introduction

This report presents the findings from a class-wide survey conducted to engage iQFOiL sailors and coaches in shaping the future of race formats. The purpose of the survey was to gather insights and opinions on key aspects of iQFOiL racing — including sprint course design, medal series structure, BFD rules, the role of the Marathon, and broader suggestions for race management.

A total of 125 responses were received from participants across all divisions, including a focused group of 75 senior men and women, providing a robust base of feedback from the athletes most actively competing at the highest levels.

This consultation aims to help the class align future developments with the practical experiences and perspectives of its members, ensuring that race formats remain fair, exciting, and progressive.

Continent
125 responses



Sprint Formats

Respondents were asked which sprint race format they believe should be used moving forward. A range of preferences were expressed, with the most common being a preference for using only Downwind and Upwind Sprint formats, without inclusion of the U Course.

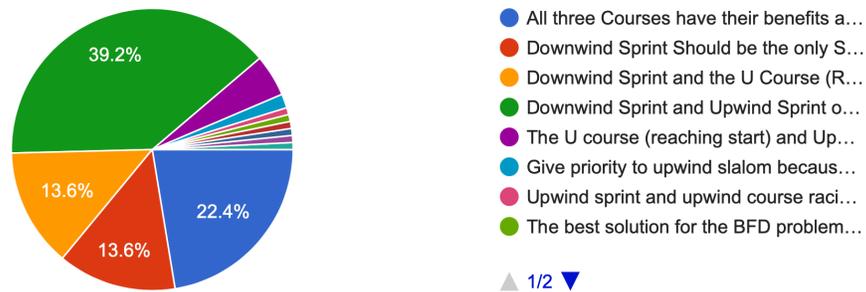
Summary of Responses (All Respondents – 125 Total):

- 49 – Downwind Sprint and Upwind Sprint only should be used
- 28 – All three Courses have their benefits and should be used
- 17 – Downwind Sprint Should be the only Sprint Course
- 17 – Downwind Sprint and the U Course only should be used
- 6 – The U Course and Upwind Sprint only
- Others gave unique suggestions for simplicity or single-sprint formats

Summary (Senior Men and Women – 75 Total):

- 40 – Downwind and Upwind Sprint only
- 12 – All three Courses
- 8 – Downwind Sprint only
- 7 – Downwind Sprint and U Course only

Please pick the statement that best reflects your opinion
125 responses



Interpretation and Common Themes:

There is a clear preference in both groups — particularly among the senior fleet — for a simplified structure focusing on just Downwind Sprint and Upwind Sprint formats.

Respondents frequently cited the desire for:

- Clarity and consistency in racing formats
- Reduced confusion for spectators and families
- A need to address BFD risks, often tied to reaching starts
- Efficiency and fairness, especially in light and variable wind conditions

While some still appreciated the strategic diversity of all three courses, the most common sentiment was a desire to streamline racing and eliminate unnecessary variation.

Medal Series Format

The survey included a sequence of questions assessing sailor preferences for medal series formats, both in general and under specific constraints. This allowed the class to evaluate

not just which format was most preferred overall, but also fallback options, Olympic suitability, and how to handle limited wind windows.

Medal Series Q1 – Fairest Format

Format 2 (Princess Sofia) was the most favored format among all and senior respondents.

Summary – All Respondents:

- **51 – Format 2**
- 32 – Format 1
- 27 – Format 4
- 8 – Format 3

Senior Men and Women:

- **31 – Format 2**
- **18 – Format 4**
- 14 – Format 1
- 6 – Format 3

Conclusion:

Format 2 is the clear overall favorite. Format 4 also received notable support, especially from senior competitors, who appreciated its effort to balance fairness with final-race tension.

Medal Series Q2 – 2025 World Championship Preferences

Respondents were asked which formats they would prefer to see used at the 2025 World Championships, using a ranked choice system. First and second choices were combined to define overall preference.

Summary – All Respondents:

- **86 – Format 2**
- 65 – Format 1
- 61 – Format 4
- 38 – Format 3

Senior Men and Women:

- **47 – Format 2**
- **42 – Format 4**
- 34 – Format 1
- 27 – Format 3

Conclusion:

Format 2 again led across both groups, with Format 4 emerging as a strong secondary preference among senior competitors. This suggests growing interest in an alternative that protects opening series performance while keeping the final day meaningful. Most

comments reflected a desire to reward the opening series and ensure fairness while still delivering excitement.

Medal Series Q3 – Fallback Format

If First to Three Wins is disallowed, respondents selected a fallback format.

Summary – All Respondents:

- **50 – Format 4**
- 47 – Format 1
- 25 – Format 3

Senior Men and Women:

- **33 – Format 4**
- 23 – Format 1
- 16 – Format 3

Conclusion:

Both all respondents and the Senior Men and Women clearly selected **Format 4** as the most preferred fallback option. This preference was especially strong among the senior fleet. The most common reasoning was a desire to reward performance in the Opening Series while still allowing for fair and exciting finals.

Medal Series Q4 – Olympic Suitability & Contingency Plans

Respondents were asked whether they would be happy for one of the tested formats to become the Olympic standard, and how to adapt when racing time is limited.

Would one of these be acceptable as an Olympic format?

- All Respondents: 97 – Yes | 28 – No
- Senior Men and Women: 58 – Yes | 17 – No

If Wind Window is Limited, Where Should Racing Start?

- 86 (All) and 55 (Seniors): Start with Quarter Final
- 34 (All) and 17 (Seniors): Prioritise Grand Final

If the Race Officer believes that the Wind Window may not be long enough to run all races which of these statements do you most agree with.

125 responses



Conclusion:

Most respondents support one of the current formats for Olympic use. There is also clear support for starting medal racing with the Quarter Final, and progressing as far as time allows — rather than jumping straight to a final race. This suggests the class prefers progression and opportunity over an all-or-nothing finale.

BFD Rule

The survey included several questions to assess the community's support for the Black Flag Disqualification (BFD) rule in major iQFOiL events, as well as its perceived effectiveness and fairness.

1. Should the Class Continue with the BFD Rule at Major Championships?

All Respondents:

- 87** – Yes
- 26** – No
- 12 gave **qualified or uncertain responses** (e.g., “Not at the Olympics,” “More testing required”)

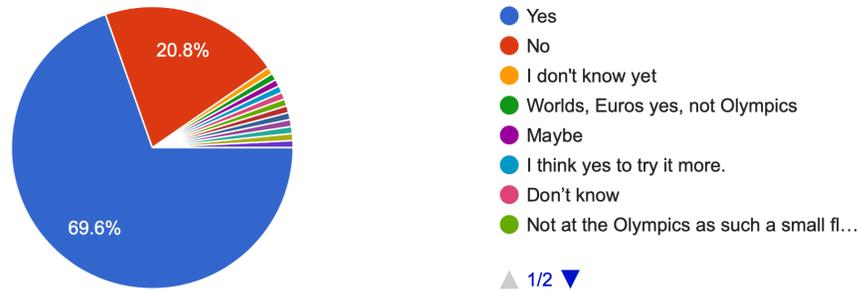
Senior Men and Women:

- 55** – Yes
- 12** – No
- 8 gave **qualified or uncertain responses**

This shows **broad support** for continuing the BFD rule across the fleet, particularly among senior athletes.

Should the Class continue with this rule at Major Championships?

125 responses



2. Does the Rule Help Reduce General Recalls in Reaching Starts?

All Respondents:

- 71 – Yes
- 18 – No
- 20 – “Not enough races to tell”
- 13 – Don’t know

Senior Men and Women:

- 43 – Yes
- 9 – No
- 11 – “Not enough races to tell”
- 10 – Don’t know

● While most respondents believe the rule helps, a significant number remain **uncertain** due to **limited exposure** or practical testing.

3. How Appropriate is the Rule to Reduce BFDs?

(Scale of 1 = Inappropriate to 5 = Highly Appropriate)

All Respondents:

- Score 4: 38
- Score 3: 37
- Score 5: 21
- Score 2: 17

- Score 1:** 12

Senior Men and Women:

- Scores 3 & 4 (tied):** 23 each
- Score 5:** 14
- Score 2:** 9
- Score 1:** 6

 The rule is generally seen as **moderately to highly appropriate**, though fewer respondents gave it the highest score of 5.

Conclusion

There is **broad support for the continued use of the BFD rule** at major events. Both overall and among senior sailors, the majority agree that it's currently the best available tool to reduce general recalls — though many emphasize that it's **not perfect** and may need **refinement** or **more robust testing**, especially in Olympic-sized fleets.

A notable share of the fleet expressed **uncertainty**, citing a **lack of consistent application** or experience with the rule. This suggests the class should consider:

- More trials or case reviews**, especially in high-stakes events
- Greater **clarity and communication** around how and when BFDs are applied

 A recurring theme in the comments was that the BFD rule is **highly effective in large fleets with multiple heats**, where it helps manage congestion and time pressure. However, several respondents questioned its value at the **Olympic Games**, where only one fleet races and the same degree of chaos is not present

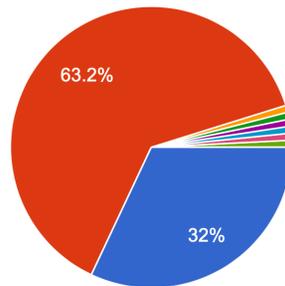
Marathon Format

The survey explored attitudes toward the Marathon race format — whether it should remain part of the iQFOiL class, how it should be scored, and if alternatives should be developed.

1. Should the Marathon be Part of Major Championships (Worlds, Olympics, Continentals)?

Do you think the Marathon should still be Part of Major Championships (Continental, World, Olympics)

125 responses



- YES
- NO
- Maybe Yes, but for sure not at olympics or at World Cups, because we dont ha...
- Yes but except olympic
- A scenic, challenging marathon route, e.g. around an island or to a neighbouri...
- not olympics
- Dont mind
- Don't really no but personally i prefer t...

2.

All Respondents:

- 79 – No
- 40 – Yes
- A few offered conditional support (e.g., “not at Olympics,” “only where it makes sense”)

Senior Men and Women:

- 51 – No
- 22 – Yes
- 2 gave nuanced responses about suitability depending on venue

■ This shows a **clear majority opposed** to keeping the Marathon in major events, especially in the senior fleet.

2. Should the Marathon be Used at Non-Major Events (e.g. iQ Games, SGS)?

All Respondents:

- 68 – No
- 54 – Yes
- A few conditional/neutral responses

Senior Men and Women:

- 44 – No

- 30** – Yes
- Some supported it if other formats were already raced

Views are **more evenly split** here, but the majority still lean toward removing or deprioritizing the Marathon even at minor events.

3. Should the Marathon Count as Two Race Scores?

All Respondents:

- 78** – Yes
- 44** – No
- A few said only if it's a long regatta (e.g., 5+ days)

Senior Men and Women:

- 44** – Yes
- 28** – No
- A few objected altogether to running it

Interestingly, **most who support keeping the Marathon believe it should carry double weight**, reinforcing its distinct character.

4. Should the Class Develop a More Set Long-Distance Format Instead?

All Respondents:

- 59** – *“Please remove all Marathon/Long Distance Racing”*
- 32** – *“No – Keep the Marathon as is”*
- 25** – *“Yes – develop a set alternative”*
- Other ideas included timed races, boundary-marked courses, and 1-hour “classic” formats

Senior Men and Women:

- 41** – Remove all long-distance
- 19** – Keep the current format
- 11** – Develop an alternative format

The majority opinion is to **remove long-distance racing entirely**, though a **minority is open to reforming rather than abandoning** the concept.

Conclusion

The results of the survey indicate **broad opposition to the inclusion of the Marathon format** in major championships, with particularly strong sentiment among the senior fleet. A clear majority of respondents also prefer that the format be removed from non-major events, though views here are slightly more mixed.

While a notable portion of respondents believe that the Marathon, if run, should count as **two race scores**, this appears to reflect a desire for it to have meaningful weight — rather than enthusiasm for the format itself.

Comments reinforced these quantitative results, consistently highlighting the Marathon as:

- Logistically difficult to run**, especially at constrained venues
- Hard to train for** due to its unique demands
- Unfair** in the context of modern iQFOiL racing, where the outcome may hinge on gear failure, poor visibility, or extreme weather shifts

There was also a prevailing view that the Marathon is **out of step with the rest of the iQFOiL format**, particularly for youth and Olympic-level competition. Some respondents did express interest in **developing a better-structured long-distance alternative**, but this was a minority position.

Overall, the feedback suggests that the class should seriously consider **retiring the Marathon** from its format lineup or replacing it with a long-distance race that is **more tactical, structured, and appropriate** for championship racing

Ideal Race Count (Over a 5-Day Opening Series)

All Respondents:

- 87** – “4 per day (20 races total)”
- 29** – “3 per day (15 races total)”
- Other responses included:
 - Some argued 4–5 is fine depending on conditions and race type
 - A few preferred limits on **hours on water** rather than race count
 - Sprint formats seen as allowing higher counts if wind is solid

Senior Men and Women:

- 59** – “4 per day (20 races total)”

- 10** – “3 per day (15 races total)”
- Remaining responses reflected similar conditional views as above

3. Maximum Races in a Day (If Behind Schedule)

If behind Schedule what do you think should be the Maximum number of races per day

125 responses



All Respondents:

- 64** – “5 races max”
- 26** – “4 races max”
- 14** – “6 races max”
- 15** – “Keep to daily schedule”
- A handful of custom responses emphasized:
 - Being flexible to wind and athlete welfare
 - Avoiding bias by compressing all racing into one day

Senior Men and Women:

- 38** – “5 races max”
- 17** – “4 races max”
- 7** – “6 races max”
- 10** – “Keep to daily schedule”

Conclusion

The preferred standard is **4 races per day**, with most respondents supporting 20 races across a 5-day series. If needed to catch up, the majority were comfortable with a maximum of **5 races in a day**, but not more. Comments strongly reinforced the importance of maintaining quality racing without overloading sailors or creating bias from over-concentrated schedule.

Executive Committee Recommendations

Based on the feedback and analysis from the survey, the following key areas are proposed for consideration by the iQFOiL Executive Committee.

1. Sprint Formats:

- Confirm use of Downwind Sprint and Upwind Sprint only; phase out U Course as a option for Aarhus.

2. Medal Series:

- Use Format 2 as the preferred structure for class championships.
- Accept that this may differ from the Olympic model. Format 4 is the best supported first to 2 wins model so should also be considered if wanting to align more with future WS events or Olympics.

For class events, prioritize Quarter→Semi→Final progression when time is limited, rather than jumping straight to the Grand Final. This may differ for the Olympic Games

3. BFD Rule:

- Retain BFD as a rule for class championships (especially where fleets are large or split).
- Do not use BFD rule at the Olympic Games?

4. Marathon:

- Remove the Marathon from major championships.
- Consider structured alternatives only if broad support develops.

5. Races per Day

- 4 Races a day best supported and a maximum of 5 races per day when behind schedule, so currently in line with class protocol.

6. Working Party:

- Establish a working group to evaluate Reaching Starts and their relationship to BFDs, Potentially look at any areas of race management we can develop here especially use of technology.

7. Medal race Umpiring and Race Management:

- Continue collaboration with World Sailing to improve transparency and fairness in medal race umpiring.
- Explore the use of tracking, drones, and video tools.

Final Thoughts

The open-ended responses throughout the survey reveal a class that is deeply engaged and invested in improving its racing experience. While opinions vary on certain formats, some themes emerged with overwhelming consistency.

The **most frequently raised concern in race management** was the **accuracy and fairness of start line calls** — especially **BFDs and OCS penalties**. Although technically prompted by a question about medal race umpiring, respondents repeatedly used that space to highlight:

- **Inconsistent enforcement** of penalties at the line
- **Lack of supporting technology** (like drones, GPS data, or video replay)
- A general **mistrust in on-water decisions** when no hard evidence is available
- Calls for greater **clarity, accountability, and communication** from officials

This goes beyond medal races: sailors are calling for **a class-wide improvement in how starts are judged**, especially in high-stakes or high-pressure situations.

These concerns align with the broader priorities expressed across the survey:

- **Fairness and recognition of effort**
- **Clarity for both sailors and spectators**
- Formats and race procedures that are **fit for modern competition**

If the iQFOiL class responds to these signals — refining race procedures, improving technology use, and streamlining formats — it will strengthen both **trust** and **performance** at every level of the sport.

WILD CARD APPLICATIONS

Two differing perspectives emerged during a 90-minute discussion on the allocation of wild cards.

The first, more performance-oriented view, emphasised the rationale behind the AGM's decision to adopt a closed World Championship format. Key points included:

- Enhancing the efficiency and competitive standard of the event, as unlimited entry can compromise the management of heats and course fleets.
- Ensuring fleet quality and safety.
- Establishing the World Championships as the pinnacle of class-run events.
- (As stated in the qualification document.)

This perspective proposed that wild cards be reserved for athletes who have competed in at least one iQFOiL Senior event during the current year or achieved a Top 10 result at a Youth or Junior Continental or World Championship.

The second, more inclusive approach, highlighted the importance of supporting global participation through continental events and the iQFOiL Games circuit. It advocated for broadening the base of the sport and creating access opportunities, especially for developing nations and emerging talent.

COMPROMISE REACHED

The Executive Committee agreed on a middle-ground approach:

- Increase host country quota
- Allocate up to two wild card entries for nations with low or no representation
- Support emerging young athletes showing strong progression
- Consider applicants who faced injury during the qualification process
- Promote and prioritise the participation of female athletes

Due to the complexity of wild card decision-making, it was further agreed that clearer guidelines for wild card allocation would be developed for the 2026 season

AWARDED WILDCARDS

- iQFOiL WOMEN
 - Athletes "selected" for national representation
- DEN - Cecilia Haslund Oreskov
- Wildcards Applications

AUS - Samantha Costin
CHN - Wenqi Li
CHN - Xialing Tan
FRA - Justine Lemeteyer
NOR - Lucy Smith
NZL - Brianna Orams
THA - Chanatkan Charoensuk

iQFOiL MEN

Athletes "selected" for national representation

CRO - Ian Anić
SGP - Elkan Oh

Wildcards Applications

ALG - Boudjatit Ramzy Ahmed
AUS – Joe Folley
CHN - Zhen Huang
CHN - Minhai Yang



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DEN – To be decided by MNA
FRA – Lucas Gadeyne
FIN - Felix Sergelius
GER - Fabian Wolf
HKG - Kikabhoy Asgar
IND - Aditya Sangwan
IND - Dayne Coelho
LAT - Gustavs Feņuks
NOR - Felix Dybdahl
NOR - Johan Fiskvik Mjøen
NZL - Blake Hinsley
THA – To be decided by MNA

The Executive Committee Meeting ended at 18h30