

International iQFOiL Class
Association Executive Committee
Meeting

MINUTES

Date and time: 21st February 2023 – 17h30 CET

Place: Online via the Zoom conferencing system

In attendance:

Executive Committee

Ronnie Meir (ISR) - President, H el ene Noesmoen (FRA), Nicolas Goyard (FRA), Barrie Edgington (GBR), Lorand Utassy (HUN), Adrien Gaillard (MEX), Ewa Jodlowska (POL), Piotr Myszka (POL)

Class' Manager Gonzalo Costa Hoevel

Peina CHEN (CHN): Could not attend because of time difference

EQUIPMENT for the Games and updates:

We would call for an EGM to decide on the gear for the Games and the 530 mast.

Quick explanation from Gonzalo from what was discussed in Lanzarote as some members of the ExCom were not present.

Some options were discussed on Lanzarote:

- supplied (3 sets +/-)10 days before, when boat park opens
- supplied (3 sets +/-)1-2 month before
- bring your own
- hybrid

After looking at all the options the ExCom agreed on two options to be presented to the MNAs during an EGM: higher standard supplied equipment: 10 days or 1-2 months in advance.

Option 1:

1 board and 1 boom when venue opens and,
4 foils, 4 sails, 4 mast, 1-2 months in advance

Option 2:

1 board, 1 boom, 4 foils, 4 sails, 4 mast, when venue opens

Delivered in Marseille right after the last qualifier event (Hyeres) if agreed for option 1.

We would study how early we can give the sail if the sail is being fully printed with the theme of the Games. If we need to provide the sail in advance, we could have the sail half printed and with different material colours that match the Games theme, and then they will finish the look with stickers at the event.

Finish sanding would be allowed on the foils to deal with the stickers (if not applied correctly) and to deal with the roughness surface you like to use. (to be discussed further)

Mast 530

Option 1:

to start with it on the next cycle

Option 2

allowed if after The Hague, December this year

Transition:

“Old” ones not allowed at big events in '24, (Worlds, Palma and Hyères you have to use the new one).
in '25 you have to use the new one on the Worlds.

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Date and time: 28th February 2023 – 17h30 CET

Place: Online via the Zoom conferencing system

In attendance:

Executive Committee

Ronnie Meir (ISR) - President, Hélène Noesmoen (FRA), Nicolas Goyard (FRA), Barrie Edgington (GBR), Lorand Utassy (HUN), Adrien Gaillard (MEX), Ewa Jodlowska (POL), Piotr Myszka (POL)

Class' Manager Gonzalo Costa Hoevel

Class' Executive Secretary Valérie Boutet-Massonneau

Peina CHEN (CHN): could not attend because of time difference

Umpiring Options for iQFOiL Medal Series

WS has started a working party to work on the medal race umpiring difficulties and the technology that could be used at the games for Race management.

Chris Lindsay who chairs this Working party joined our call and explained us the system they have in mind for the medal race. They have received our feedback and it is acknowledged that at the moment the boats are not fast enough and the current situation is that we are running medal races where a lot of incidents are being missed.

The idea is to use drones to follow the races and that the decisions will be taken by umpires on land. How to communicate the decision to the sailor is something that does not seem doable at the moment, so they propose a 1.1 penalty point if you don't do the 360.

So the available options they propose are:

Option A: Umpires on-the-water making decisions (assisted by video when available)

This is the current situation in iQFOiL. It will also be the system used by all the other classes (apart from the kite)

There is no problem in principle with having umpires on the water. At larger events where video is available (e.g. Hague, Olympics) there will be communication between the umpires on-the-water and the digital officials in the booth. However, the umpires on the water would be responsible for the calls. If this means the standard process is umpires on the water making and signaling decisions, but the umpires may get extra information from the video if such a system is available.

The advantage of this is that it is what the class is currently used to, and does not depend on the technology working. We can consider positioning plans and other ideas for how we improve the way the on-the-water umpires operate (more adapted boats, more juries on the water: 4 pairs instead of 2 today for example)

Option B: WP solution with scoring penalties

Decisions are made only by umpires ashore watching the drone footage. If involved in a protest, boats have the option of taking a penalty. If they don't, and the umpires think they broke a rule, they are given a 1.1 points penalty during the race. If technology is available, they can be alerted to this by watches etc, but this is not essential.

The penalty of 1.1 points is only a suggestion, and it could be a much bigger penalty if the class preferred.

From World Sailing's perspective, an advantage of this approach is that it does not rely on technology working.

It will work well with the TV as they can be alerted to the penalty as soon as it is given.

From the ExCom perspective, there are several disadvantages with this option:

- To rely only on a drone is uncomfortable
For example, what happens if the drone loses connection because the race area is too far from the shore as happened in Lanzarote for the livestream?
What will happen in 30 knots if the drone cannot fly?
- Today we do not have sufficiently trained drone pilots to know where to position themselves during the race and to allow efficient judging
- A penalty per point, if it is adapted to the kite final system, is not suitable in iQFOiL where the winner takes all
- A protest judged after the finish line could take a long time and would disrupt the running of the medal races, which from a media point of view is not what the iQFOiL Class wants
- More importantly, the system proposed today does not provide for sailors to be informed in real time of the juries' decision. For the iQFOiL Class this system is only valid if the sailors can be informed by radio. The possibility of informing the riders by watch does not seem realistic on a fast medium like ours.
- In conclusion Option B is not an option if there is no way to communicate/inform the sailors.

Option C: Hybrid System

Here, decisions are made by video umpires, but are signaled on the water by umpires with flags at the next mark. The penalty here would be a one turn penalty.

From World Sailing's perspective there are some problems with this approach:

- This doubles the number of umpires needed
- It is not clear who makes the final decision (the on-the-water umpires or the video umpires). As such this type of system can cause confusion.
- If the video fails, the on-the-water umpires will have to switch to umpiring normally. This will be difficult if they have not practiced or are not ready for it.
- If the communication is unclear, it could result in the wrong boat receiving a penalty.
- It is not clear if the umpires could signal a penalty quickly enough at the finish line, or on the last leg.

From the ExCom perspective, however, this system has advantages:

- The umpires on the water have the final decision and can be assisted by video if necessary and if requested,
- The judgement does not depend solely on a technology that is not fully reliable: If the video fails, the on-the-water umpires will judge normally.

In view of the above arguments and because World Sailing is not in favour of Option C, the iQFOiL ExCom will propose to World Sailing to remain with Option A for Palma and the events to follow.

As such, the ExCom proposes to test this hybrid system on the iQFOiL Games.

One way could be to use BB Talkin technology:

http://www.bbtalkinusa.com/?gclid=Cj0KCQiA6fafBhC1ARIsAIJL8IUIFYsXBMxXhRPzcvU9ZtJ6tntvAZvNaD W4GIFBQzJ0191ANRhfIAaAsRFEALw_wcB

Work on the conclusions of the “Marathon” Working Group

Safety during the race:

a) The start

Rabbit Start is spectacular but can also be dangerous especially when the sea is choppy, the wind is strong and that we are dealing with sailors of very uneven technical level.

Thus, it is important to keep the rabbit with full fleet when deemed possible, gentle sea-state and moderate breeze. However, when conditions are deemed too rough, the “gate-start” / regular start will be in place. Safety takes precedence over fairness (regarding being over early).

b) Covering the race and ensuring the safety of the competitors

- Question of the number of safety boats required according to the number of competitors

- o Coaches must be allowed to follow the race and may be asked to reinforce security at the request of the Race Committee
- o Mark Layer from other race areas should be used to reinforce the Marathon's security
- Improved GPS safety (and on-line live track), using a system like the one below:
<https://dial.snsn.org/dial-comment-ca-marche/>
It's a GPS tracking device where you just have to press buttons to send an alert to a phone number you set up before (that could be the organiser phone number). In France if this number don't reply then it's calling the maritime safety organisation.

Another example: During an event in the USA, the organisation obliged the athletes to have, their phone into their camel bag with waterproof case using the app Life 360 (it's free). The feedback was that it was amazing for security, great to follow the race live and super easy to set up

c) Course marking during the regatta in Lanzarote

The Working Group debriefed on the problems encountered during the iQFOiL Games Marathon in Lanzarote last January.

The question then arises as to whether the Race Committee should:

- Clearly defined the course before the Marathon (several days before if possible), not affected by change in wind directions, OR
- Wait until the last moment to present the course so that it best adapts to the wind direction?

For some competitors and coaches, marks should be GPS-defined on the map with a tolerance radius of x-hundreds of meters to leave a bit of flexibility (for wind direction for example).

Others fear that the race will come down to "follow your GPS watch where you set the mark", which the sailors not supposed to do, and it is very difficult to control it. Sailors will just end all buying those watch where they can plan a course and follow it.

The idea that emerges overwhelmingly is that in the future the points to be bypassed must be very visual:

Either signaled by big sailboats with a very large flag on the mast,
Or indicated by a balloon floating high above the buoy,
Or a remarkable element: an island, a lighthouse for example.

In addition, the course must allow for "the game of racing", with a strong emphasis on strategy. To do this, a significant portion of upwind and downwind sailing must be respected.

Similarly, the possibility of having access to the Marathon routes well in advance of the event seems to be shared so that sailors can test the marathon before the big day

Indeed, for everyone, the race must be as fair as possible, the Marathon must not become a lottery, the best sailors shall win.

Thus, if the location is not suitable for marathon, it should not be run.

For example: Venue too small for one lap. Can be two laps but should not be more. (Unless it is absolutely spectacular) - Silvaplana is deemed to be too small.

d) Discussion on how the marathon will be included in the Olympic Games

Gonzalo will be attending a meeting on this subject on Friday 3 March: he will be able to better inform the ExCom after this date

Making the Marathon spectacular & Media Friendly

In order to make the Marathon media-friendly, it is proposed to respect the following points:

- Sailing close to shore to ensure maximum spectator friendliness
- Take advantage of local landmarks, features, and beaches
- A reasonable mixture of upwind/downwind and reaching. "Public-friendly" spots takes precedence over up/down – reach ratio.
- An "out and back" race without laps. Less marks and fewer laps.

It is also suggested to improve video coverage and live results

On the iQFOiL Games #1 there was no online live results (trackers) or interesting coverage. Video coverage was only available once the marathon was over.

Point system

The point system is different when running in groups or fleets. When running it on finals, the marathon counts double and when done in qualification full fleet it ends up counting as one normal course race. It is suggested to look at options of scoring that makes the marathon count double in the qualification series as well. An option is to run it in the groups and count it double, but, there will be shared places...but still would fix the other problem.

The question arises as to whether one should run the marathon in the Final Series only. The ExCom choses to work on the marathon point system rather than allowing it only in the Final Series. The idea is not to reduce the possible weather windows for running the Marathon.

Helping the organisers of the World Cup circuit to set up the Marathon

The Working Group and the ExCom agree that the organisers of the following events should be helped by the iQFOiL Class to set up a proper Marathon course:

- iQ Games Cadiz - ESP
- Palma - ESP
- Hyeres - FRA
- iQ Open European Championships – Patras - GRE
- Test Event – Marseille - FRA
- World Championship – The Hague - NED
- iQ Games: SUI/FRA/CHN/ESP
- Olympics in 2024? – Marseille - FRA

SWAT analysis:

Good points(strength):

IOC like marathon and slalom, because it provides something new, something different. Marathon represents a similar event as the Marathon (running) that takes a lot of media at the games, it is a high media event within the athletics running events. The idea of WS is to give full protagonism and media priority when running the Marathon at the games.

Weaknesses:

Visibility is an issue

Security challenging depending on wind direction and actual weather

Security due to less supervision of the course and possible collision with other boats

Opportunities:

Opportunities in some venues to pass close to sites with high visibility making it a spectacular story for media. Example: rounding the Monte Cristo Island (Frioul) in Marseille with, in the background, Notre Dame de La Garde.

Threats:

Local Permits to round islands

Marathon course interfering with other classes on the multiclass events.

Work on the conclusions of the “Qualification System” Working Group

Background

The opinion of the driving factor for having place a qualification system for future **world championships**, was as follows:

- Increase the efficiency and high standard of the worlds where unlimited entry can create an issue for the number of heats and course fleets and provision of course race management. Also, for event organisers
- Ensure the quality and safety of the fleet. Make these championships the pinnacle of the class run events and hence...
- Support world-wide continental and iQFOiL Games structure and participation. Broaden the base and create access opportunities more locally/regionally therefore reducing costs and carbon footprint.

- Increase race management expertise around the regions

Maximum number of entries to the 2024 world championship

A maximum target of two split fleets of 75 per fleet in the Men and the Women
So a maximum of 150 Men and 150 Women

This would guarantee that with two course race areas with two fleet on each can race on a trapezoid course.
Align heats maximum 6 Men/Women or less (150 divided by 25)

How to limit

There should or could be 4 components:

1. At least one place for each member country of the Class,
2. Previous World Championships,
3. iQFOiL Games,
4. Wild Cards for Emerging Nations

As such, a 2023 system for the 2024 Lanzarote World Championships with 150 Men and Women could look like this:

1. At least *one place for each member country* of the Class
2. *Previous World Championships*,
2023 Allianz Sailing World Championships 75 Men / 75 Women
3. *iQFOiL Games*,
Silvaplana – SUI (August) 10 Men / 10 Women
Marseille – FR (September or October) 20 Men / 20 Women
Panam Games – CHI (20th Oct to 5th Nov) 5 Men / 5 Women
Shenzhen – CHN (8th to 14th November) 10 Men / 10 Women
Lanzarote – ESP (December) 20 Men / 20 Women
4. *Wild Cards* 10 Men / 10 Women
Wild cards will be awarded to countries that decide which sailors they wish to enter in the World Championships

The advantage of having a multiple entry system is that it opens up the chances for each sailor to qualify.

Timeline

1. At least one place for each member country of the Class:
MNA's who do not wish to have representatives on the World Championship in 2024 must let the iQFOiL Class know by **15 September 2023** (after the 2023 WS World Championships)
2. After the iQFOiL Games in Shenzhen (CHN), 7 of the 10 wild cards will be awarded.
3. After the iQFOiL Games in Lanzarote (ESP), 3 of the 10 wild cards will be awarded.

To work on:

A list of selected sailors in almost real time according to the events and withdrawals will be up.
At the same time, a system must be found to redistribute the places left vacant.

The ExCom needs to work on the criteria that will be applied to distribute the wild cards, first thoughts are:

- Universality
- Potential sailors U21 and U19s
- Countries who had already big regattas as in Oceania and Americas, and not easy to travel back to EU after the The Hague Worlds to qualify at iQ Games.

For '25

Base the system combining Regional, Continentals and iQ Games.



International iQFOiL Class Association
E-Mail: info@iqfoilclass.org Web: www.iqfoilclass.org
c/o Fischer Ramp Buchmann AG
Brandschenkestrasse 6
8001 Zürich, SWITZERLAND

Conclusion

In order to be validated, this qualification system will have to be submitted to a vote of the iQFOiL Class MNAs

Emerging Nation Program

While waiting to finalise the hiring of an iQFOiL Class Coach, it was decided to work on setting up a Training Camp at the end of June in Torbole before the Y&J European Championships.

The Executive Committee Meeting ended at 20.10
Next meeting scheduled for Tuesday 7 March at 7pm Paris Time.