

iQFOiL Class EGM 2022

SUBMISSION FORM

The deadline for submissions is **2400 hrs UTC on September 30th 2022**

This submission form shall be used as the format for your submission, saved as a PDF and sent by email to: info@iqfoilclass.org

Please read the following notes carefully before completing the Submission Form.

In accordance with the Class Constitution Article # 6.11 a submission shall be sent by e-mail to the Class Executive Secretary (info@iqfoilclass.org) by a National Class Association being a Full Member.

- To make your submission as clear as possible, the original exact wording received on submission forms shall be retained in the final formatted submissions. However, if wording is unclear the Class will consult the originator for clarification.
- Please click in the highlighted boxes in the Form below to insert the purpose or objective, the proposal, the current position and the reasons.
- If the submission proposes new policy, please insert the wording in full in the "Proposal" section and also complete the "Current Position" and "Reason" section.
- If the submission proposes a change to existing Articles, Regulations, the Racing Rules, or other Class or World Sailing Codes and Rules, please insert the current version in the "Proposal" section highlighting new wording as **bold and underlined**, and text to be deleted as ~~double struck through~~. The words "as above" should then be inserted in the "Current Position". Clearly defined reasons should be inserted in the "Reason" section.
- The font and size for text in submissions is Arial 11pt
- The font Times New Roman 12pt should only be used when inserting current wording or new wording proposals to amend the Racing Rules of Sailing.

Authorisation to make a submission <i>(Only a duly authorised person may make a submission. Please detail name of authorised person)</i>	
Country Code: <i>(eg. AUS)</i>	ITA
Name of Authorised Person:	RICCARDO BELLI DELL'ISCA
Position: <i>(Position in NCA)</i>	COACH
Contact Email:	riccardobelli111@gmail.com
Date:	29-09-2022
<i>All submissions will be acknowledged. If you do not receive an acknowledgment or you need any further information about the submission process, please contact info@iqfoilclass.org</i>	

Submission: **08-22**

Title:

THE BLIND SIDE OF RRS B2 17

Subtitle:

HELP the Umpires

A submission from:

ITA - Italian Sailing Federation (FIV)

Purpose or Objective

To make the Sprint Slalom races safer and more fair.

Proposal

REFERS to NoR/SI 2022 iQFOIL WORLD CHAMPIONSHIPS Brest, France

1) NoR/SI Add new item

18.2.3. COURSE LIMITATION

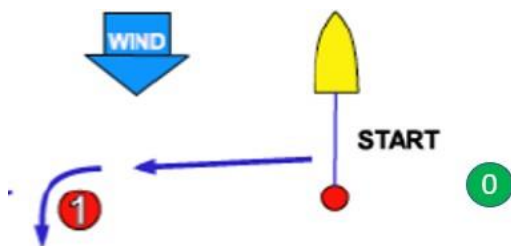
- a) A Mark 0 **may be set** behind the pin-end on the prestart side at **discretion of the race committee**.
- b) A board, between 30 second to her starting signal and her start, shall leave Mark 0 :
 - to port (when the start is on starboard tack) or
 - to starboard (when the start is on port tack).

ADDENDUM A - COURSE DIAGRAMS

Add Mark 0 to the SPRINT SLALOM COURSES:

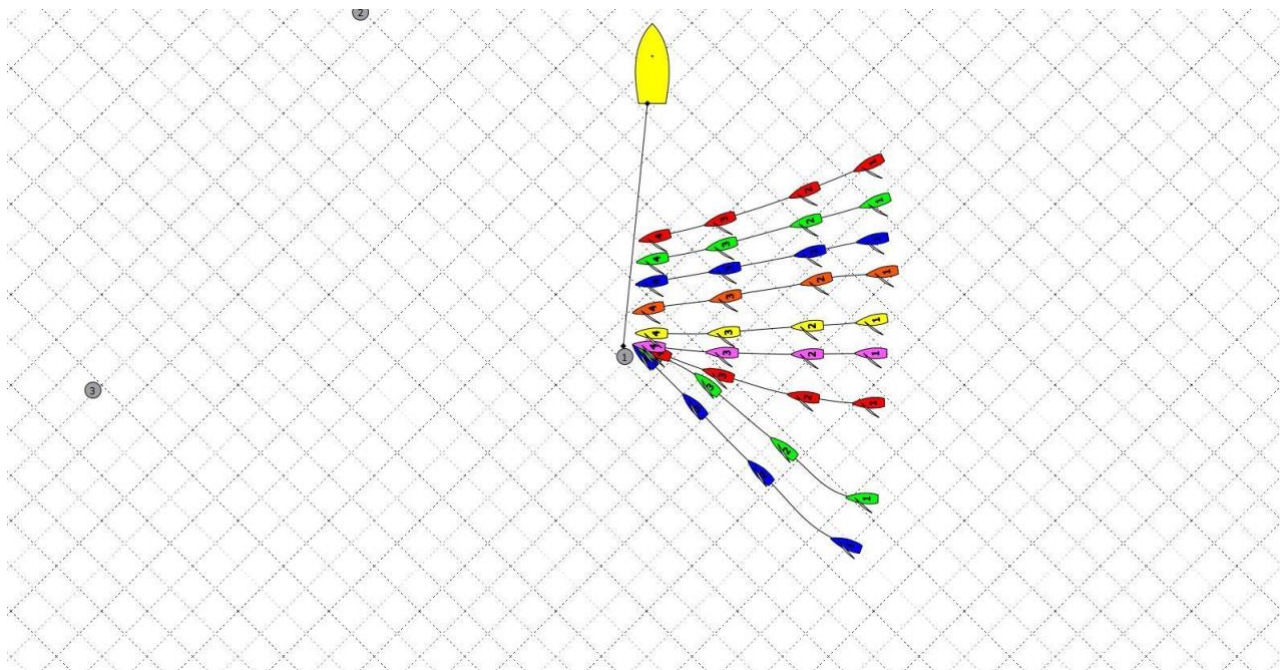
OPD4 - OSD4 - OPM1 - OSM1 - OPM1w/o #3 - OSM1w/o #3

DIAGRAM NOT to SCALE



Current Position

Actual layout of a reaching start in which MARK 0 is not present.



Appendix B WINDSURFING FLEET RACING RULES

17 ON THE SAME TACK BEFORE A REACHING START

Rule 17 is changed to:

When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind, a board overlapped to leeward of another board on the same tack during the last 30 seconds before her starting signal shall not sail above the shortest course to the first mark while they remain overlapped if as a result the other board would need to take action to avoid contact, unless in doing so she promptly sails astern of the other board.

Reason

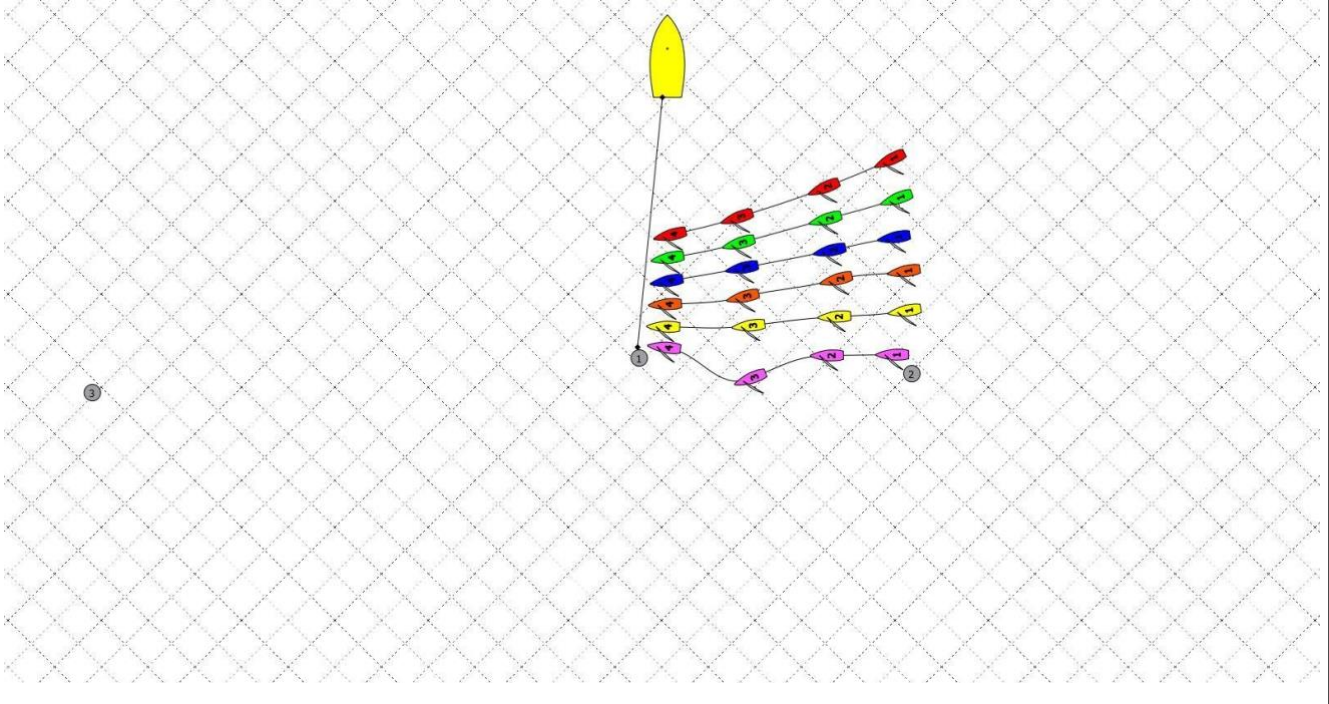
Preamble: To Have an additional **Mark 0** during the Sprint Slalom prestart (Reaching Start) will dramatically reduce the dangerous situations that always occurred on the leeward side of the starting line.

POTENTIAL BENEFITS:

- 1) Less dangerous situations and consequently less contacts;
- 2) Less issues with RRS B2 17 due to less traffic at pin-end area;
- 3) Limiting the issues on the conflict between RRS B2 17 and RRS 11(that is still ON);
- 4) Limiting possible difficult decisions by the umpires due to action's speed.
- 5) More clear view on the scenario by the Umpires;

- 6) Potentially, far fewer requests of redress;
- 7) Final results available earlier for competitors and media;

See also the example below.



The International iQFOiL Class Association