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

International iQFOiL Class
Association Executive Committee
Meeting

MINUTES

Date and time: 7th March 2023 – 19h00 CET
Place: Online via the Zoom conferencing system

In attendance:

Executive Committee
Ronnie Meir (ISR) - President, Hélène Noesmoen (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

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

MARATHON – Report of Gonzalo's Friday 3rd March meeting with World Sailing

The meeting took place with Alastair Fox (World Sailing Director of Events) and Michael Downing (Events Olympic Manager at World Sailing).

World Sailing is very supportive of a marathon in iQFOiL during the Games. It is a format that they have long approved and intend to run.
Similar to what was done at the Princess Sofia Trophy in Palma in 2022, the idea is to run the Marathon earlier in the morning, while the other Olympic series are ashore, so that the iQFOiLs are alone in Marseille Bay.

Alastair and Michael are in favour of the proposal made by the iQFOiL Executive Committee to work and provide the athletes with several different course scenarios to suit the different wind directions that may be encountered over the period.
They will also submit this proposal to the local authorities in charge of organising the sailing events during Paris 2024 Olympic Games.

Discussion on the composition of the sea teams for the Paris 2024 Test Event - Sailing and other important spring iQFOiL competitions (Palma, Allianz Sailing World)

The Class is pushing for some of its team members to be incorporated into the teams of major events such as:
- The Princess Sofia Trophy, in Palma in April,
- The Paris 2024 Test Event - Sailing, in Marseille in July,
- The Allianz Sailing World, in The Hague in August.

Thus, Emilio Galindo Barquin, the iQFOiL Slalom Technical Expert will be present to call the line in Palma and The Hague. He has also been added to the list of National Technical Officers (NTO) for the Paris 2024 Test Event - Sailing.
Also, the delegate from WS will be Ewa Jodlowska for Paris 2024 Test Event - Sailing, the Allianz Sailing World, in The Hague and, 2024 Paris Olympic Games.

The names of the local Race Committees for the Paris 2024 Test Event - Sailing are not yet known and it is not sure that this question has been decided by the FFVoile yet.

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EQUIPMENT for the Games and updates:

After looking at different options the ExCom had decided at its last meeting to retain two options which he wanted to present to the MNAs:

Option 1:
1 board and 1 boom when venue opens and,
4 foils, 4 sails, 4 mast, 1-2 months in advance
Delivered in Marseille right after the last qualifier event (Hyeres 2024)

Option 2:
1 board, 1 boom, 4 foils, 4 sails, 4 mast, when venue opens

However, it seems that during the Paris 2024 Olympic Games, the iQFOiL series will be the one to open the sailing events.
Therefore, option n°2 does not seem relevant anymore.

The Executive Committee will therefore focus on implementing Option #1

Improvement of measurement tools

The scanner purchased by World Sailing will be available in April 2023.
Upon receipt, a delegation from World Sailing will visit the factory where the iQFOiL Foil are manufactured to ensure that the control protocols in place are equivalent and that the decided tolerances are identical.

Jaime Navarro (Director of Technical & Offshore at World Sailing) will be present in Patras – Greece, during the measurement days of the iQFOiL European Championships.

iQFOiL Class Rule changes requested at the last AGM

World Sailing is still reviewing the submitted changes with the Equipment Rules Subcommittee.
The iQFOiL Class asked World Sailing to consider this request urgent and to do its best to approve the CRCs before the 1st of May 2023.

During the last exchanges it was underlined that the Office is working on a general policy for Olympic Classes regarding RRS 50.1(a), RRS 50.1(b), PFDs, Impact Vest and High Visibility Helmet which might affect the final wording that will be approved for Amendment 1,2 and 3.

Mast 530

The Executive Committee decided to favour the following option:
Allowed the new masts only after the 2023 Allianz Sailing World, The Hague, August.

Therefore, only the Severne Apex iQFOiL 530 masts with serial number up to 2134 9999 and 9000 0000 onwards, shall be used at the 52 Trofeo S.A.R Princesa Sofia, French Olympic Week 2023 Hyeres, iQFOiL European Championships 2023, Paris 2024 Test Event - Sailing and Allianz Sailing World Championships 2023.

iQFOiL CLASS RACING POLICIES for Major Championships

In the Class Racing Policies document, highlighted in green is what has been changed, in yellow what has not been changed but which gave rise to discussions.

In the Class Race Management Guidelines document the proposed changes were made as a result of what

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has been done in iQFOiL Games #1 Lanzarote, and was the result of MNAs' submissions (discards plus max number of races per day plus minimum to get to next stage of event…).
In yellow what has not been changed but which gave rise to discussions.

All documents can be found below

The Executive Committee Meeting ended at 20.40

iQFOiL CLASS RACING POLICIES
for Major Championships

to be read together with an event Notice of Race and Sailing Instructions.

1. RACING DISCIPLINES & GENERAL FORMAT PRINCIPLES

1.1. The intention of the Class is to use all three following disciplines during a regatta
    1.1.1.Course Racing (fleets/groups);
    1.1.2.Sprint Slalom (heats);
    1.1.3.Marathon (Long distance race, fleets/groups);

1.2. The maximum total number of races sailed per day for each fleet/group/heat shall be 4 (four) unless behind the schedule (see 1.4).

1.3. The additional maximum number of races sailed per day when the marathon is scheduled and raced shall be 2 (two).

1.4. If behind the schedule, and in order to complete qualification and final series to move into medal series, the maximum number of races per day can be increased to 5 (five) or marathon plus 2 (two) races.

1.5. The regatta consists of an Opening Series and Medal Series.

1.6. A single fleet opening series shall consist of a minimum of 8 (eight) races before progressing to a Medal Series.

1.7. If the event is split into Groups, the Opening Series will be divided into a Qualifying Series and a Final Series.

    1.7.1.Qualifying Series shall consist of a maximum of 10 (ten) races and a minimum of 6 (six) races, scheduled for a minimum of 2 (two) days. If 6 (six) races have not been completed by the end of the second scheduled racing day, the qualifying series will continue until the end of the racing day in which a sixth qualifying race is completed for each group in the fleet.

    1.7.2.Final Series shall consist of a minimum of 2 (two) races before progressing to a Medal Series.

2. FORMAT FOR COURSE RACING DISCIPLINE

2.1. When the event is split into groups, the number of groups and the assignment of competitors to the groups are at the discretion of the Class Course Representative and this is not ground for redress. This changes RRS 62.1(a).

2.2. The number of groups depends on the number of entries as follows:

Entries	Groups
< 60	1
60-80	1 or 2
80-120	2
120-160	2 or 3
>160	3

2.3. **Qualifying Series**

    2.3.1. Boards will be assigned to Yellow, Blue and Red (if applicable) group, as nearly as possible, of equal size and ability according to their results on the previous Worlds, and finally in random order. Those assignments will be posted by 2100 on the day before the first scheduled race.

2.3.2. Boards will be reassigned to groups after each day of racing, except if on the first day of racing fewer than two races are completed by all groups. If all groups have completed the same number of races, boards will be reassigned on the basis of their ranks in the series. If all groups have not completed the same number of races, the series score for reassignment will be calculated for those races, numbered in order of completion, completed by all groups. Reassignments will be made as follows:

Rank in Series	Groups Assignment (2 groups format)	Groups Assignment (3 groups format)
First	Yellow	Yellow
Second	Blue	Blue
Third	Blue	Red
Fourth	Yellow	Red
Fifth	Yellow	Blue
Sixth	Blue	Yellow

And so on. If two or more boards have a same rank, they will be entered in the left column in the order of Fleets.

2.3.3. Group assignments will be based on the ranking available at 2100 that day, regardless of hearings not yet decided.

2.3.4. If all groups have not completed the same number of races by the end of a day, the groups with fewer races will continue racing on following day until all groups have completed the same number of races. All boards will thereafter race in the new groups.

2.4. **Final Series**

2.4.1. In Final Series, the boards will be assigned to the Gold, Silver and Bronze (if applicable) group on the basis of their ranks in the Qualifying Series (discards applied) but with no ties broken.

2.4.2. The groups lists will be posted no later than 45 minutes before the first scheduled warning signal of the first race on the Final Series.

2.4.3. When racing in two groups the top 50% of sailors will race in Gold group, with the rest in Silver group. When racing in 3 groups then top 34% will sail in Gold group, next 33% in Silver group and the last 33% in Bronze group.

2.4.4. In the case of an indivisible number of competitors: Gold group shall be larger than Silver group and Silver shall be larger than Bronze (if applicable)

2.4.5. In Final Series there will be the same number and approximate size of fleets as in Qualifying Series.

2.4.6. Any recalculation of Qualifying Series overall rankings after competitors have been assigned to Final Series groups will not affect the assignments, except that a redress decision may promote a competitor to a higher group.

3. FORMAT FOR SPRINT SLALOM DISCIPLINE

3.1. Boards will be assigned to sprint slalom heats based on the number of entries. When the event have been split into two or three groups, then the same groups will be used to seed into heats.

3.2. The fleet/group will be divided into equal heats of up to a maximum 24 (twenty four) competitors.

3.3. Initially boards will be assigned to heats, as nearly as possible, of equal size and ability according to their previous Worlds result, and finally in random order.

3.4. Boards will be reassigned to heats after each day of racing and the reassignment will be as follow:

3.4.1. For the first two sprint slaloms of the day:

Rank in Series/rank in group	Heat Assignment (2 heat format)	Heat Assignment (3 heat format)	Heat Assignment (4 heat format)
First	Heat 1	Heat 1	Heat 1
Second	Heat 2	Heat 2	Heat 2
Third	Heat 2	Heat 3	Heat 3
Fourth	Heat 1	Heat 3	Heat 4
Fifth	Heat 1	Heat 2	Heat 4
Sixth	Heat 2	Heat 1	Heat 3
Seventh	Heat 2	Heat 1	Heat 2
Eight	Heat 1	Heat 2	Heat 1

3.4.2. For the third and onwards sprint slaloms of the day will be based on following formula:

Two heat format	ABBA-BAAB
Three heat format	ABCCBA-CBAABC
Four heat format	ABCDDCBA-DCBAABCD

4. FORMAT FOR MARATHON DISCIPLINE

4.1. A Marathon race will be sailed as one single fleet if its run in Qualifying Series. If it is run in final series it will be sailed in the groups.

4.2. Marathon will be sailed on upwind and downwind course, but may include reaches where necessary.

4.3. Men and Women shall start separately.

4.4. Men will start first.

4.5. Where the fleet size is more than 80 competitors, the start will be a "rabbit" start behind a moving race committee vessel.

4.6. Where the fleet size is less than 80, the start can either be a rabbit start, or a normal upwind start.

4.7. 'Rabbit' start

At the starting signal, displayed under RRS 26.1, a Rabbit (object or vessel displaying the Marathon discipline flag) will proceed at high and constant speed from the starting mark to the race committee vessel. The starting line will be between the course side of the starting mark and the course side aftermost point of the Rabbit.

5. MEDAL SERIES

5.1. A Medal Series shall be sailed on the last scheduled day of racing and will consist of 3 (three) Medal Races (Quarter Final, Semi Final and Grand Final), which will be sailed to determine the overall winner of each event.

5.2. **7 (seven) boards** ranked overall positions 4th to 10th from Opening Series will sail one Quarter Final race.

5.3. **2 (two) highest ranked boards** from the Quarter Final race, plus the 2nd and 3rd overall positions from the Opening Series will sail one Semi Final race.

5.4. **2 (two) highest ranked boards** from the Semi Final race, plus the 1st overall positions from the Opening Series will sail one Grand Final race.

5.5. If the Quarterfinal is not completed, the medals will be awarded based on the series score for the opening series races.

5.6. If the Semifinal is not completed and the Quarterfinal is completed, the medals will be awarded based on the series score for the opening series races for ranks 1, 2, 3 and 11 onwards. Ranks 4 to 10 inclusive shall be based on the result of the Quarterfinal.

5.7. If the Final is not completed and the Semifinal is completed, the medals will be awarded based on the series score for the Opening series races for ranks 1 and 11 onwards. Ranks 2 to 5 inclusive shall be based on the result of the Semifinal and ranks 6 to 10 inclusive shall be based on the result of the Quarterfinal.

5.8. If a boat is scored BFD in the final, semi or quarter and the race is general recalled but not restarted then the BFD is ignored as the race isn't scored; thus the scoring would be as per the scenario above.

5.9. The course to be sailed, either MR1 Course or MR2 Course, will depend on wind conditions and any venue specific features, and may be changed during the Series. It is at the discretion of the Class Course Representative and is not ground for redress. This changes RRS 62.1(a).

    5.9.1. Medal Race Course racing **MR1** – above 9 knots – Windward/Leeward course with the reaching start and reaching finish.

    5.9.2. Medal Race Sprint Slalom **MR2** – below 9 knots – Downwind slalom with two slalom legs before finish.

6. SCORING

6.1. A Course racing race will be scored as one race in a Series;

6.2. A Sprint Slalom Round (each Fleet or Group has sailed one Heat) will be scored as one race in a Series.

6.2.1. When the Fleet or Group is divided into the Heats, the boards will be scored as follows:

Finishing position	Score	Finishing position	Score
1	1	13	25
2	3	14	27

3	5	15	29
4	7	16	31
5	9	17	33
6	11	18	35
7	13	19	37
8	15	20	39
9	17	21	41
10	19	22	43
11	21	23	45
12	23	24	47

6.3.   A Marathon race will be scored as two races.

6.3.1.   When the Marathon is raced in the Qualifying series, the boards finishing position will be divided by the number of groups in the series and applied to each of these two races.
For example, an event of 90 competitors, where fleet has been split into two groups, and where a board finishes in 70th position, the board's score will be recorded as 35th for both races.

6.3.2.   When the Marathon is raced in a single fleet or in the Final series, the score will be the boards finishing position and applied to each of these two races.

7.   WIND SPEEDS

7.1.   Racing will take place in suitable conditions, and the decision on suitable conditions will be made by the Race Officer and after consultation with the Class Representative.

7.2.   The minimum required to start a race is 5 knots average.

7.3.   If the wind is under 15 knots average, then Sprint Slalom races may be sailed; if the wind is over 9 knots average then Course Races may be sailed. If the wind is over 10 knots the Marathon may be sailed.

7.4.   The Race Committee will be mindful of the conditions and safety (combination of sea-state and windspeed at the upper end) when deciding to race the Marathon.

8. CHOICE OF DISCIPLINES

8.1.   In ideal circumstances, all three disciplines (Sprint Slalom, Course, Marathon) will be used during a regatta.

8.2.   When all three disciplines have been used (or where Marathon has not yet been completed, but where the direction is not suitable), and the wind is in the overlapped wind range (9 to 15 knots), subsequent races can be either Course Racing or Sprint Slalom

8.3.   If the ratio of completed races is greater than 2 to 1 in favour of Course Racing, then the preferred format to race is Sprint Slalom.

8.4.   If the ratio of completed races is less than or equal to 2 to 1, then the preferred format to race is Course Racing.

8.5.   The Class Representative can decide to race Course Racing even if the ratio 2 to 1 in favour of Course Racing is completed, depending on the overall conditions (rough/big waves state and wind on the 13-15 kts range).

9. ABANDONING POLICY

9.1.   Abandoning is at discretion of the Class Representative.

9.2.   When all the fleet is not foiling for more than 20 seconds the race should be abandoned.

9.3.   Race may be abandon for any other reason which making the race unfair (for example wind shift make impossible to fetch the mark, wind shift causes the fleet to invert etc) or unsafe.

9.4.   In Sprint Slalom:

9.4.1. At least 5 sailors have to pass mark 1 within the 1st minute (60s) after the start otherwise the race shall be abandoned/cancelled.

9.4.2. The reaching mark (mark 1) is considered to be passed when the whole board has crossed over the artificial line parallel to the wind and passing through the centre of the mark.

9.4.3. At least 5 sailors have to finish within the time limit (6 minutes) otherwise the race shall be abandoned/cancelled.

9.5.   In Course Race or Marathon:

9.5.1. At least 15 sailors have to finish within the time limit (CR 21 minutes, Marathon 90 minutes) otherwise the race shall be abandoned/cancelled.

iQFOiL CLASS RACE MANAGEMENT GUIDELINE

This document is to help RM team to run the races. It should be used together with Class Racing Policies which could be find here:
https://www.iqfoilclassofficial.org/documents

1. WIND SPEED PER DISCIPLINE

1.1. The wind speed per discipline is as follows:

Discipline	Wind speed (kts)
Slalom sprint	5-15
Course racing	9 and more
Marathon	10-25

2. FLEET SIZE

2.1. The fleet sizes and number of the groups depending of the entry are as follows:

Entries	Fleet/Groups
< 60	1
60-80	1 or 2
80-120	2
120-180	2 or 3
>180	3

2.2. Slalom sprint - each fleet/group to be divided to heats with the maximum of 24 boards per heat.
2.3. Marathon – in case of split fleet:
2.3.1. If scheduled in Qualifying series - will be sailed as one single fleet (all groups together).
2.3.2. If scheduled in Final series - will be sailed in the groups.
2.3.3. Women shall start separately and after men.

3. TARGET TIMES

3.1. The target times are as follows:

Opening series	Target Time	Time Limit	Finish Window
Course Racing	16	21	5
Sprint Slalom	4-5	6	3
Marathon	60	90	30
Medal Series	**Target Time**	**Time Limit**	**Finish Window**
MR1	6	8	4
MR2	4-5	6	3

4. COURSES

4.1. Course Racing

4.1.1. Examples of the courses to be used. The courses may have variations depending on the venue specific. Trapezoid is recommended when more than one fleet is racing.

COURSE RACING COURSES
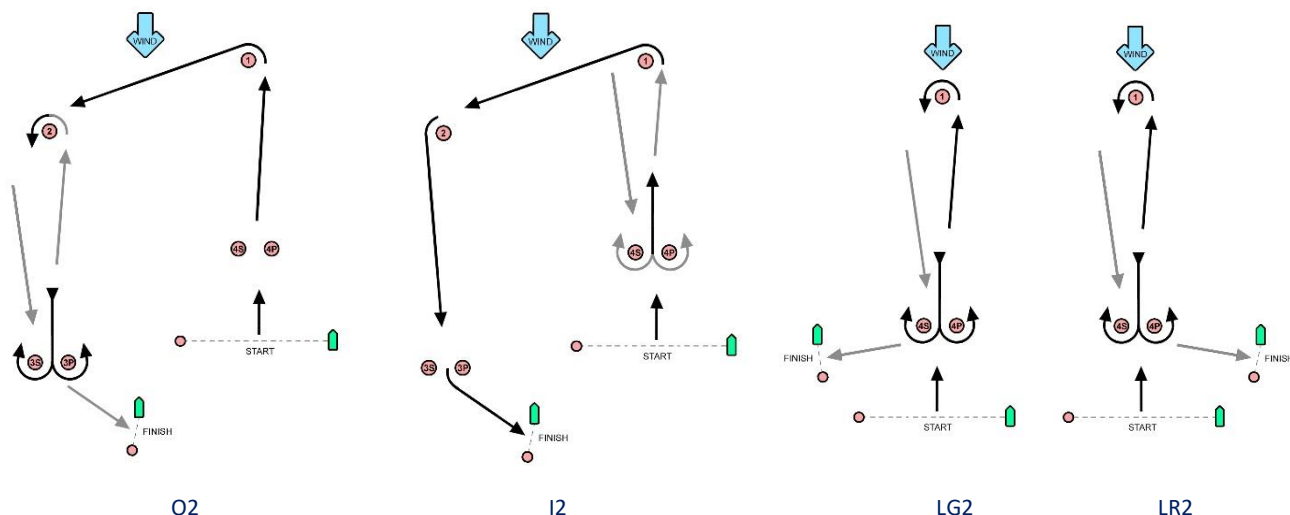
| O2 | I2 | LG2 | LR2 |

|	Trapezoid	Windward/Leeward
Mark 1 distance (nm):	0.85 (10-13 kts) 0.95 (13-17kts) 1.00 (17+)	0.9 (10-13 kts) 1.00 (13-17kts) 1.05 (17+)
Reach angle/length	80-90°/0.7-0.8 nm (90° in <15kts)	100-90°/400-500 m
Start	board number x board length (2.20 m) x 3	
Gate (m)	70 - 80	
Finish (m)	30 - 40	

Note: With above distances women are 1.5-2 minutes slower than men. Alternatively extension top marks of different color for the men can be used when both men and women race in the same time (in that case the windward mark for women should be 0.1 nm lower than windward mark for men). Above distances are for the top athletes - if event is for the newcomers or youth fleets distances should be decreased accordingly.

4.2. Marathon

4.2.1. Windward/Leeward Course. May have variations depending on shoreline configuration.
4.2.1.1. At least two reaches are recommended prior to the finish line when finishing on a downwind on onshore winds.
4.2.1.2. Cross wind finish after rounding an upwind mark when needed to finish close to the shore on offshore winds.
4.2.1.3. Length of reaches 500 meters.

4.2.2. Length of the windward leg:
6.00 nm under 13 knots, 7.00 nm for 13-17 knots and 8.00 nm for 17+ knots.
4.2.2.1. If racing in a small area, the windward leg distances should be considered cumulatively if multiple upwinds are done.

4.2.3. Start: board number x board length (2.20 m) x 2.5 for the rabbit start.
Note: With this distance women are around 10 minutes slower than men

4.3. Slalom Sprint Courses: PD3, SD3

SLALOM SPRINT AND MR2 COURSES
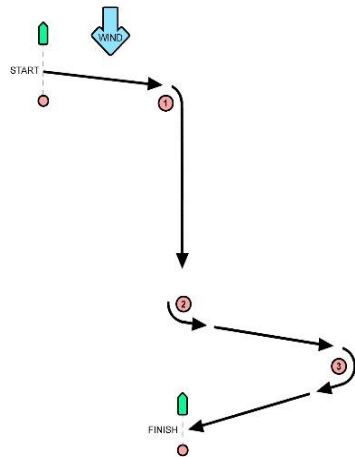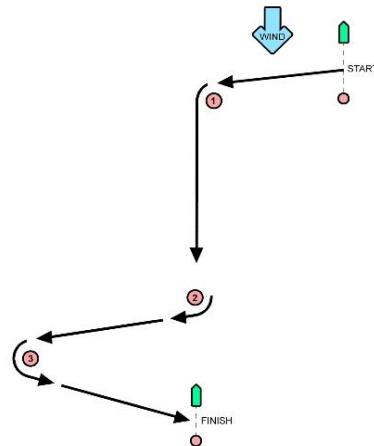
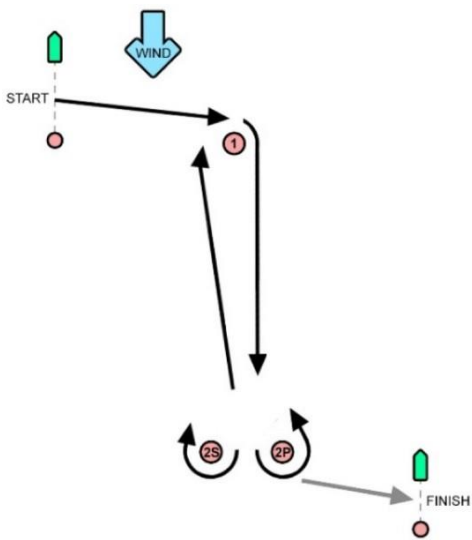**PD3 (MR2 Course)**   **SD3 (MR2 Course)**

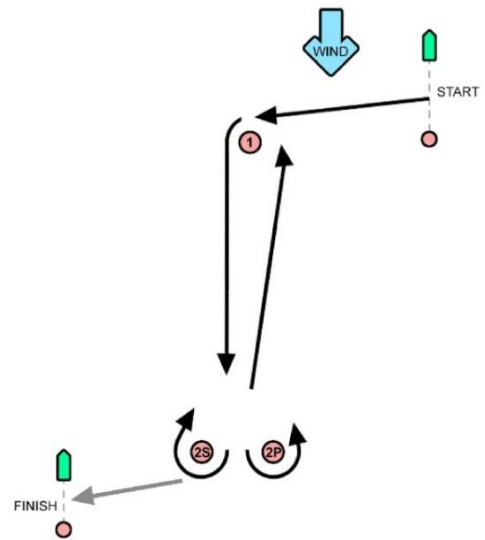## 4.4. Medal Series Courses:
4.4.1. Slalom Sprint: MR2 - PD3 or SD3 under 9 kts.
4.4.2. MR1 - PM1 or SM1 above 9 kts

MR1 COURSES

PM1   **SM1**

	Sprint Slalom SD3/PD3 (MR2)	MR1 - SM1/PS1
M1 distance (m):	600	
First leg angle from the wind (measured from the pin)	90°	
Angle between slalom legs/length (m)	25°/400	
M1-M2 distance (nm)	0.40 - 0.50	0.40 - 0.50
Reach angle/length (m)		100-90°/400-500
Start	No bias or slight pin bias max 5°(more wind less bias) /minimum length 40 m - approximately 8 m per each board up to a maximum of 160 m	
Finish (m)	30-40	

Note: With MR1 and MR2 distances women are around 1 minute slower than men

5. STARTING PROCEDURE

5.1. Starting procedure:

Minutes before Starting signal	Visual signal	Sound signal	Meaning
3	Class flag displayed	One	Warning signal
2	U or Black flag displayed	One	Preparatory signal
1	U or Black flag removed	One long	One-minute signal
0	Class flag removed	One	Starting signal

5.2. An Orange flag will be displayed at least 2 minutes before a warning signal.

5.3. Course racing

    5.3.1. With smaller fleets U flag may be used as preparatory signal, with big fleets it's highly recommended to begin directly with Black flag.

    5.3.2. For youth/junior events, in case of big fleets for safety reason it's recommended to force boards to start only on one tack (port or starboard).

    Example for SIs:. The race committee may signal that boards shall start on specific tack, by displaying a green flag for starboard tack or a red flag for port tack, before or with the warning signal.

5.4. Marathon

    5.4.1. Over 80 entries in a fleet a 'rabbit' start is recommended *(See CRP 4.7)*

    5.4.2. For the rabbit start the pin is set 135°/140° from the wind direction (wind direction minus 135°/140°)

    5.4.3. The rabbit vessel is proceeding from the pin end to the race committee vessel in a straight line with a speed between 17-19 kts (depending on the wind strength) with an angle of 45° to the wind (wind direction plus 45°).

5.5. Slalom Sprint/MR

    5.5.1. Black flag as a preparatory signal to be used.

    5.5.2. The rule to add to SIs: Add new RRS rule 29.3 as follows:

    1.1. When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind then,

    (a) When at the starting signal the race committee identifies a board on the course side of the starting line, the race committee shall signal a general recall.

(b) If the race committee acts under NoR/SI rule 1.1 (a) and the board is identified, she shall be disqualified without a hearing, even if the race is abandoned. The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race is restarted or re-sailed, she shall not sail in it.

5.5.3. Heat number (if applicable) will be displayed before or with the warning signal without sound signal.

6. RACES

6.1. A maximum number of races per day is 4 (four) unless behind the schedule (see 6.3).

6.2. The additional number of races per day when marathon is scheduled are 2 (two).

6.3. If behind the schedule, and in order to complete qualification and final series to move into medal series, the maximum number of races per day can be increased to 5 (five) or marathon plus 2 (two) races.

6.4. A recommended maximum number of sprint slalom races sailed in the same heats is 2 *(see CRP 3.4)*.

6.5. When racing back to back the warning to subsequent races should be made as soon as practicable after the previous race finishes. The minimum interval between line closure and the next warning is 3 minutes.

6.6. After series of back to back races the rest period ashore should be 15 minutes after the last board came back ashore.

7. ABANDONING POLICY

7.1. Abandoning is at discretion of the Class Representative

7.2. Race may be abandoned when:

  7.2.1. Wind speed is below:

    7.2.1.1. 5 knots in sprint slalom

    7.2.1.2. 7 knots in course racing/marathon/MR1 and boards still have to go upwind

7.3. Race should be abandoned when:

  7.3.1. All the fleet is not foiling for more than 20 seconds.

  7.3.2. In Sprint Slalom (but not MR2):

    7.3.2.1. At least 5 sailors have to be foiling at the start otherwise the race shall be abandoned/postponed.

    7.3.2.2. At least 5 sailors have to pass mark 1 within the 1st minute (60s) after the start otherwise the race shall be abandoned.

    7.3.2.3. The reaching mark (mark 1) is considered to be passed when the whole board has crossed over the artificial line parallel to the wind and passing through the centre of the mark.

    7.3.2.4. At least 5 sailors have to finish within the time limit (6 minutes) otherwise the race shall be abandoned.

  7.3.3. In Course racing/Marathon: at least 15 sailors have to finish within the time limit (CR 21 minutes, Marathon 90 minutes) otherwise the race shall be abandoned.

7.4. Any other reason exists which making the race unfair (for example wind shift make impossible to fetch the mark, wind shift causes the fleet to invert etc.) or unsafe.

8. SCORING

8.1. A race will be scored as follows *(see CRP 6):*

  8.1.1.   A Course racing race will be scored as one race in a Series

  8.1.2.   A Sprint Slalom race will be scored as one race in a Series

  8.1.3.   A Marathon race will be scored as two races in a Series

8.2. A competitor's series score will be the total of her race scores excluding her worst score(s) as follows:

8.2.1. When racing in a single fleet:

Opening Series Races	Discards	Comments
1-2	0	No score excluded
3-7	1	One worst score excluded
8-15	2	Two worst scores excluded
16 or more	3	Three worst scores excluded

However, if 3 (three) or more races have been completed in each of two disciplines: Sprint Slalom and Course Racing/Marathon, in case of two or more discards, at least one worst score shall be excluded from Sprint Slalom scores and one worst score shall be excluded from Course Racing/Marathon scores.

8.2.2. When racing in a split fleet:

Qualifying Series Races	Discards	Comments
1-2	0	No score excluded
3-7	1	One worst score in Qualifying Series excluded
8-10	2	Two worst scores in Qualifying Series excluded. However, if 3 (three) or more races have been completed in each of two disciplines: Sprint Slalom and Course Racing/Marathon, one worst score shall be excluded from Sprint Slalom scores and one worst score shall be excluded from Course Racing/Marathon scores.
Final Series Races	**Discards**	**Comments**
1-2	0	No score excluded
3-7	1	One worst score in Final Series excluded
8 or more	2	Two worst scores in Final Series excluded. However, if 3 (three) or more races have been completed in each of two disciplines: Sprint Slalom and Course Racing/Marathon, one worst score shall be excluded from Sprint Slalom scores and one worst score shall be excluded from Course Racing/Marathon scores.

8. EQUIPMENT

8.1. Minimum number of the boats required to run the races:

8.1.1. Race Committee vessel/starting boat

8.1.2. Pin end boat

8.1.3. Finishing vessel

8.1.4. Windward course racing boat (marks 1 and 2 in case of trap) or slalom marks 1 and 3 boat (follows the gybes on that side of the course)

8.1.5. Leeward/Outer gate course racing boat (marks 3S/3P in case of trap) or slalom marks 2 and 4 boat (follows the gybes on that side of the course)

8.1.6. Leeward/Inner gate course racing boat (marks 4S/4P) – only if trapezoid course is in use

8.1.7. Jury boats for the last day for MR - 3 ribs with sufficient engine.

8.2. Flags

    8.2.1. Class flags

    8.2.2. ICS flags

    8.2.3. All signal flags should be set on sticks to display them precisely

    8.2.4. Discipline flags

8.3. Buoys

    8.3.1. Course marks number depending on course configuration

    8.3.2. Laid marks for the finish pin/start pin for reaching starts.

8.4. Electronic equipment: VHF radios, GPS, wind speed indicators etc.

8.5. Other equipment: compasses, white boards, sound horns etc.

8.6. Filming equipment for the starts (both RC and pin end) and finish.