

## International iQFOiL Class Association Executive Committee Meeting

### MINUTES

**Date and time:** 19<sup>th</sup> of December 2024 – 16h00 CET

**Place:** Online via the Zoom conferencing system

#### In attendance:

##### List of Attendees

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

##### List of Absentees

- Kiran Badloe (NED)

### INTRODUCTION

Gonzalo provided an overview to the new Executive Committee members on the team's working methods in previous years, which included holding 1 to 2 meetings per month and maintaining regular communication via the WhatsApp group for time-sensitive matters.

He then outlined the agenda for the meeting as follows:

1. Update the Race Management Policies in line with the AGM decisions and the planned test phase for Course Racing in heats during the first two iQFOiL Games of the season (Lanzarote and Cadiz),
2. Discuss the potential extension of the time limit for Downwind Slalom races,
3. Determine a strategy to address repeated BFDs,
4. Draft a notice permitting the 5.30 masts to be cut to ensure compatibility with 8m<sup>2</sup> sails,
5. Evaluate whether changes should be made to the Marathon format,
6. Review the status of the delivery of 7.3 sails to Lanzarote.

### COURSE RACING IN HEATS

The discussions were informed by a document prepared by Sam Ross (included in the appendix of these minutes) and the findings from his training session tests. Key points addressed included:

- The target duration of this race format to adjust the segment lengths appropriately, particularly considering its application in light wind conditions, where winds tend to be inconsistent and variable.
- The interval to be allowed between consecutive starts.
- The course layout, ensuring the finish area does not interfere with the starting run-up, as light winds require athletes to have ample space to gain momentum.

Following these discussions, it was agreed to discontinue the OP format, as it did not fulfill these criteria and posed challenges for race management.

Another topic was whether to restrict starts exclusively to the starboard or port side. While this would enhance safety, it was concluded that it would reduce the tactical and strategic elements of the race. Therefore, athletes will retain the option to start on either side.

The size of the starting line was also considered, and it was decided to extend its length beyond the standard

calculation to ensure smoother and fairer starts.

Finally, it was noted that including a slalom section at the end of the course would facilitate smoother transitions between the finish line, support boats, and the starting area. This adjustment would also improve livestream appeal and serve as a variable for fine-tuning the course duration if necessary.

## POTENTIAL EXTENSION OF THE TIME LIMIT FOR DOWNWIND SLALOM & MEDALE RACE COURSE

During the AGM, this submission resulted in a 50/50 vote, prompting further discussion within the Executive Committee.

The proposal to extend the time limit aims to enhance racing conditions on low-wind days by reducing the number of abandoned races and increasing the number of valid races. However, opinions on this matter were divided. While all members recognized the importance of balancing fair competition with ensuring athlete engagement, perspectives varied.

Some members believed that extending the time limit from 7 to 8 minutes would provide the Race Committee with greater flexibility, reducing pressure to meet strict time constraints. Others argued that when races approach the 7-minute limit, conditions are already critical, and such races are not enjoyable for athletes.

Following the discussion, a vote was conducted among the Executive Committee members, resulting in 4 votes in favor of extending the time limit, 3 against, and 2 not voting.

## DETERMINE A STRATEGY TO ADDRESS REPEATED BFDs

During the AGM, the submission aimed at addressing the issue of multiple BFDs by reducing the number of discards was voted down. Consequently, the Executive Committee acknowledged that it must respect the decision of the Class members.

However, there was unanimous agreement that the issue of multiple BFDs needs to be addressed, and potential solutions should be explored. It was therefore decided to revisit the idea of imposing stricter penalties for repeated BFDs. This concept had been discussed previously at the 2022 EGM but was not implemented at the time due to concerns that it was overly punitive. The goal now is to identify a more balanced approach.

After discussions, the following strategy was proposed for testing at the iQFOiL Games #1 in Lanzarote:

- If an athlete incurs two or more BFDs in race formats with a reaching start, the second BFD and any subsequent BFDs will result in a DNE penalty.
- All counters will reset to zero when the fleet advances to the Final Races Series (Gold/Silver) allowing a possible and unique BFD in the final phase.
- This does not apply to the Medal Races Series

The Executive Committee voted on this proposal, with the outcome as follows: 5 in favor, 2 against, and 2 abstentions.

## 5.30 MASTS TO BE CUT TO ENSURE COMPATIBILITY WITH 8M<sup>2</sup> SAILS

When transitioning the sail size for Senior Men from 9m<sup>2</sup> to 8m<sup>2</sup>, it was decided that there would be a one-year transition period during which athletes could continue using the 5.30 masts. However, these masts need to be cut to fit the 8m<sup>2</sup> sail.

The initial solution was to cut the bottoms of the masts. While this worked for some masts, it caused issues with others, preventing the extension from fitting correctly. As a result, this approach was deemed unsuitable.

The alternative solutions considered were:

- Cutting both the base and the top, which would make it challenging to standardize the modification and difficult for the Technical Committee to manage at events.
- Cutting only the top, although this would result in a stiffer rig.

After discussion, it was agreed to proceed with the simpler solution: cutting the top of the mast. This approach was deemed acceptable since the permission to use modified masts is only valid for one year, and it is anticipated that many athletes will opt to use the authorized rig for the next Olympiad.

Gonzalo proposed conducting additional sailing tests during the Christmas holidays and preparing the technical notice based on the findings.

## EVALUATE WHETHER CHANGES SHOULD BE MADE TO THE MARATHON FORMAT

Since the Olympics, the Executive Committee has not dedicated time to reviewing or improving the marathon race concept. A proposal was put forward to explore and brainstorm ideas for evolving the format into a "one-hour racing" concept. This would involve a smaller race area where, if the wind drops but at least 30 minutes of racing have been completed, the regatta could still be validated based on the most recent mark rounding.

### Positives of the current marathon concept

- Allows all athletes to start together on a large "Defi Wind" line.
- The course is tailored to the geography of the coastline and wind direction.
- Pushes Olympic Sailing beyond traditional formats, showcasing innovation.
- Requires a diverse set of skills from athletes.

### Negatives of the current marathon concept

- Requires monopolizing multiple course areas for extended periods.
- Not practical for every regatta (e.g., Palma, Hyères) as it disrupts coordination with other classes.
- Distance and timing are often unclear (e.g., Test Event 2023), making the race feel unpredictable.
- Significant time and energy can be expended with no result (e.g., Paris 2024).

### Positives of the proposed "one-hour racing" concept

- Retains all the positives of the current marathon format.
- Can be conducted on a smaller race area.
- Can be situated closer to shore, creating engaging activities and tactical challenges.
- Provides clarity for athletes on what is required to win.
- Allows for race validation after 30 minutes of racing, even in challenging weather conditions.
- Features shorter legs with more maneuvers, aligning with the goal of lowering the average weight requirement, thereby making the class more inclusive.

This concept will be further discussed and potentially tested to evaluate its feasibility and impact.

## REVIEW THE STATUS OF THE DELIVERY OF 7.3 SAILS TO LANZAROTE

The distribution of both Severne & Patrick 7,3 sails plan was developed in consultation with World Sailing, MNAs, national teams, athletes, and distributors to assess equipment needs for the present, the next six months, and the coming year.

A first batch of 400 sails are being produced to cover the 300 in order by teams, that will be distributed through each MNA's network of distributors starting in January 2025.

To ensure the successful hosting of the first iQFOiL Games of the season, a 100 sails will be shipped directly to Lanzarote for the event. Each Women competing in Lanzarote will have access to at least 1 sail.

The intention is that everybody receives the sail in a window of 2-3 weeks.

The distribution logistics have also been organized to ensure that all athletes planning to compete in Cádiz will have access to a sail.

The Executive Committee raised questions regarding the delivery date of the new sails to Lanzarote, specifically to allow athletes adequate training time with the equipment.

Before opening the discussion, Gonzalo highlighted the complexities surrounding the delivery schedule:

- Some athletes and coaches expressed concerns that delivering the sails to Lanzarote creates pressure to participate in this event, even if it wasn't part of their plans. They fear this could result in losing up to 20 days of training compared to athletes already based in the Canaries.
- Others emphasized that the delivery date was announced months in advance, and the option of delivery to



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Lanzarote allowed them to plan their winter training there. As such, they wish to receive the sails as early as possible in January.

Gonzalo also noted that athletes in Lanzarote would initially receive only one sail, whereas those receiving their equipment 2–3 weeks later at home would likely receive multiple sails, enabling them to conduct a perhaps more efficient testing period.

Some committee members further pointed out that time spent during a regatta cannot truly be considered test time, as many performance factors beyond equipment testing are in play. Consequently, the difference in preparation between athletes receiving sails in Lanzarote and those receiving them later at home may be minimal.

Taking these perspectives into account, Gonzalo will finalize the delivery date while considering the input from this discussion and the constraints set by the factory.

The Executive Committee Meeting ended at 18h26

## iQFOiL CLASS RACE MANAGEMENT GUIDELINE-Test Heat Racing Guidance

*This document is to help RM team test the running of course racing in heats. The principle of which is that it gives the RM team another option for running racing in conditions that are not suitable for full fleet racing. Or in situations where RM resource is limited but there is a desire to run a range of formats. For the major events it should be used together with Class Racing Policies which could be found here: <https://www.iqfoilclassofficial.org/documents>*

### 1. WIND SPEED PER DISCIPLINE

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1.1. The wind speed per discipline is as follows:

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

### 2. FLEET SIZE

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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. Heat Racing - each fleet/group to be divided to heats with the maximum of 24 boards per heat.

### 3. TARGET TIMES

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3.1. The target times are as follows:

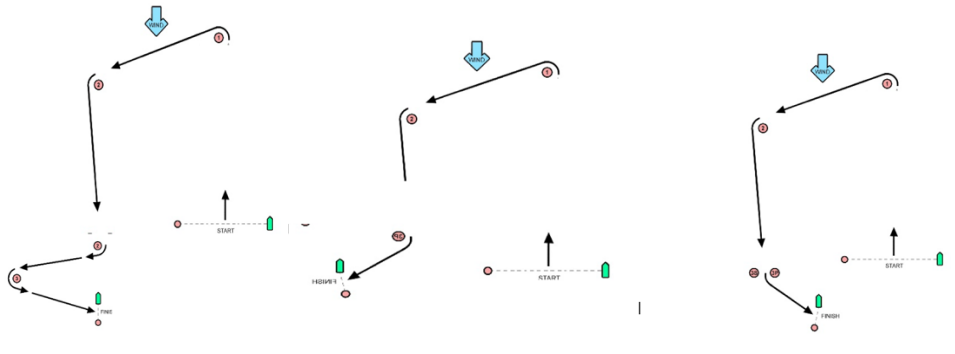
Opening series	Target Time	Time Limit	Finish Window
Course Racing	16	23	6
<b>Heat Course Racing</b>	<b>7</b>	<b>12</b>	<b>4</b>
Sprint Slalom	4-5	7	4
Marathon	60	90	30

## 4. COURSES

### 4.1. Heat Course Racing

4.1.1.Examples of the courses to be used. The courses may have variations depending on the venue specific.

Heat COURSE RACING COURSES



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OS

OP

Mark 1 distance (nm):	0.35-0.45nm	
Reach angle/length	90-100 Degrees/ 0.4-0.5nm	
Start	number of boards x board length (2.20 m) x 4	
Angle/length slalom legs (m)	90-100 degrees / 400-500m	
Finish (m)	30 - 40	

## 6. RACES

- 6.1. A recommended maximum number of Heat races sailed in the same heats is 2 (see CRP 3.4).
- 6.2. When racing back to back the warning signal to subsequent races should be made as soon as practicable after the previous race finishes (sprint slalom) or in the case of heat course racing once the heat before has started to round mark one. The minimum interval between line closure and the next warning is 3 minutes.
- 6.3. 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