

Equipment Inspection at Skandia Sail for Gold regatta 2010

General Policy

ISAF are looking to move towards a common approach towards Equipment Inspection at all of the Sailing World Cup events. The processes and details prescribed below closely follow the ISAF guidelines but additionally look at arrangements agreed with the Event Director with regards to extra duties to be carried out.

Event background

The RYA has run the Skandia Sail for Gold regatta since 2006 which has shown a year on year increase in popularity. Held at the Weymouth and Portland National Sailing Academy (WPNSA), racing is held both inside Portland Harbour and further into Weymouth Bay for all of the Olympic and Paralympic classes. For 2010 the event organisers are expecting between around 600 entries.

Equipment Inspection

Equipment Inspection has replaced the more traditional term of Measurement and is defined within the ISAF Equipment Rules of Sailing as, "Control carried out at an event as required by the notice of race and the sailing instructions which may include fundamental measurement". Equipment Inspection (EI) can take place both pre and post racing and may include event limitation marking as well as safety checks and physical equipment dimension checking.

Equipment Limitation

Normally prescribed by the class rules or the notice of race, the amount of equipment to be used for an event is an important control to ensure a level playing field.

At previous Sail for Gold events, the traditional method has been to ask competitors to bring all of their equipment to a specific area to have an Equipment Inspector mark the equipment with either a sticker, stamp or other mark. With a potential of 650 entrants this is both very costly in terms of man power but also in equipment and time, both to the event organisers and the competitors. In addition to this the location facilities at WPNSA are not entirely suited to this volume of boats.

A solution presented to, and adopted by ISAF, would be to allow the sailors to self-limit their own equipment. This would be achieved by a number of methods depending on the class and the type of equipment used.

For the majority of equipment an adhesive vinyl sticker would be easily applied by the sailors themselves to their own equipment. For other items, such as sails, an ink stamp applied by an Equipment Inspector would equally be more appropriate.

The vinyl stickers would be serially numbered and logged to each competitor. For example, Bas Edmonds sailing Finn GBR 1 would be issued with a set of stickers which were marked "0001". For any inspections carried out during the event they would only be able to use equipment which carried the limitation sticker numbered "0001".

Additionally, the stickers would then carry a sub-serial number which would be specific to each item of equipment. For example the hull may carry "0001-01", the two permitted masts would carry, "0001-02" and "0001-03" respectively and so on.



At the time of collecting the stickers from the equipment inspectors, they would also be given an instruction manual on how and where to apply the limitation sticker's dependant on the item of equipment as well as a competitor's declaration. The declaration would consist of a list of the sticker serial numbers and a section for the competitor to notify the race office on which item of equipment they had applied it to. This list would be individual to the class and the limitations of equipment per class would be included within this such that the competitor could not declare more stickers than they were entitled to.

The competitors declaration would carry wording to the effect that they have placed their entitled amount of stickers as declared above (on the form) and that they understand that it is their sole responsibility that their equipment is correctly marked and that it complies with its class rules.

By following the above procedures, the amount of man-power required by the event organisers will be greatly reduced and the necessity to get all of the competitor's equipment into a single dry area is negated.

For the sails, the competitor will still need to transport these to the equipment inspection area to be marked with the event limitation mark. By keeping this requirement it gives the equipment inspectors the opportunity to check the certification marks of the relevant class sails.

For some of the classes that are manufacturer controlled, it should be considered that declaration of the serial numbers of equipment at the time of online entry is sufficient. This would be possible for the RS:X and 49er classes as their class equipment carries unique serial numbers which make the equipment easy to identify. However, the equipment inspector will need a clear mark to be able to identify the equipment visually when walking around the boat park and this option will need further discussion from ISAF before implementing.

Some other items of equipment may be more suited to an ink stamp mark over a sticker, such as the RS:X fins as there is no way of putting a sticker on a fin where it will not affect the performance of the board. These items would also need to be transported to the equipment inspection area to have the stamp mark applied by an equipment inspector.

Once all of the equipment has been marked, the competitor would return the signed declaration to the equipment inspection team and then they would be considered eligible to compete.

Event Branding

Event branding will also fall under the responsibility of the equipment inspection team. A tent will be set out in the boat park in which a team of volunteers will be apply the event branding. The tent should be wide enough to hold four boats inside the tent without being exposed to the elements. This would allow two boats per 4 minutes to be processed with a team of six people. This would also control all of the rubbish produced from this to be restricted to a single controllable area.

Registration and Equipment Inspection

Some of the problems with past Sail for Gold events have been controlling the process of registration. A single sheet confirming each stage of the registration should be issued to the competitors at a single point which they would need to complete/get signed off at each of the different stations.

These would include;

- Registration
- Equipment Inspection - Stickers
- Equipment Inspection - Sails

- Event Branding

Only once the "Registration sheet" has been completed and returned to the race office will the entry be complete and confirmed.

Post Race Inspection

As there will be little or minimum amount of pre-event checks or inspection, the emphasis will be put onto the post race inspection duties carried out by the equipment inspection team.

The items to be decided for post race inspection will be primarily posted in advance on the event website for transparency. The items on the post race checklist will be a collection of known problems as identified by each of the class chief measurers as well as simple safety equipment checks. However it will be made clear that the checks carried out will not be limited to those items and if something is noted outside of the class rules then this will also be reported.

For any problems found, the Event Measurer will follow the instructions as per RRS 78.3 and put the matter in writing to the Race Committee. Part of this process is linked to the NOR and SI for the event which should prescribe that alternative penalties should be applicable for breaches of an instruction within the class rules, SI or NOR.

The boats to be checked after each days racing shall be prescribed by the Jury in a sealed envelope at the beginning of each day. However, the equipment inspection team shall not be limited to checking those boats only.

The process will require 6 equipment inspectors for the duration of the racing. Two inspectors will go afloat in a RIB to follow the racing from the water and to pick up the boats selected by the Jury and to escort them to the equipment inspection area following racing. The additional 4 equipment inspectors will be shore based and will be responsible for measuring and checking those boats. They will also be responsible for ensuring that all equipment used is marked with the event limitation marks and to generally monitor the fleets. The equipment inspectors ashore will also make themselves available to answer any questions from the competitors should they have any questions regarding the class rules etc.

In addition to those duties, the equipment inspectors will also be responsible for approving any replacements or change of equipment requests on behalf of the Race Committee. Before racing the team will also have equipment inspectors on each of the site gates to ensure that no equipment is brought onto the site that was not permitted to leave the site.