

2023 International iQFOiL Youth & Junior Class Executive Committee Meeting

MINUTES

Date and time: 03rd August 2023 – 08h30 (Paris Time)
Place: Online via the Zoom conferencing system

In attendance

Executive Committee

Loránd Utassy (HUN - President), Stéphan Roche (FRA), Ali Masters (GBR), Ronnie Meir (ISR), Farrah Hall (USA)

Class' Manager Gonzalo Costa Hoevel

Class' Executive Secretary Valérie Boutet Massonneau

Excused

Marja Hoveling (ARU), Nick Debo (BEL)

Opening of the meeting

Gonzalo Costa Hoevel began the meeting with a summary of the points that had been taken into account after the Y&J European Championships in Torbole in preparation for upcoming events, notably the U21 World Championship in Silvaplana in August and the Y&J World Championship in Cadiz in October:

An enlarged team has been planned for these two events and a third race area is being discussed for the Slalom days in Cadiz.

Not forgetting, however, that all in all the event was a great success, thanks not only to the 423 registered sailors, but also to the Circolo Club Torbole, which has been helping to develop the Class for some years now.

Debriefing of the Torbole Y&J European Championship (1 - 8 July)

1. Event Venue

The iQFOiL Youth & Junior European Championships held in Torbole, Italy, from 1 to 8 July 2023, experienced some challenges related to the event's venue. The main issues were as follows:

Insufficient Launch Area: The venue's launch area proved to be too small to accommodate the high number of competitors (423 in total), leading to overcrowding and congestion. As a consequence, some sailors resorted to cheating in order to gain an advantage.

Beach Marshal: To regulate the starts and returns ashore and maintain order in the launch area, it is advised to appoint a beach marshal (This person may be appointed by the Organiser or by the Class). This individual can help manage the flow of sailors and ensure a fair and organized beginning and end to each race.

Overcrowding in Northern Race Zone: The northern race zone experienced congestion due to the presence of sailors from outside the competition. This posed problems in terms of the safety of participants

and other people. To maintain the integrity of the event, it is suggested that measures be put in place to restrict access to the competition area only to registered participants and authorized personnel.

2. Problems related to GPS motor failures and GPS buoys:

The event faced significant challenges related to GPS motor failures and the reliability of GPS buoys, impacting the competition and safety of the participants. The specific issues observed were:

GPS Motor Failures: The failure of GPS motors on the start and finish committee boats disrupted the competition and raised safety concerns. Given that there are strict restrictions on the use of brick anchors, it is recommended that all GPS motors be thoroughly inspected and tested before each race to ensure smooth operations and enhance safety measures.

Unreliable GPS Buoys: Some GPS buoys were observed to move significantly, up to more than 30 meters. This erratic behavior affected the accuracy of race tracking and management.

3. Race Management on the Water:

Race management faced several challenges during the event, primarily related to communication, training, and professionalism:

Inexperienced Race Committees: The two race committees were new and lacked prior experience in refereeing iQFOiL competitions. The inexperience of the two race committees in refereeing iQFOiL competitions led to the need for training. The demands of iQFOiL racing, including extended time on the water and strategic planning, were surprising to them.

Communication Issues: The lack of effective communication between the race committees and coaches/sailors created confusion and hindered the smooth progress of the races. To improve communication, organizers should ensure that race committees and coaches use compatible communication networks, such as VHF, to relay important information accurately.

Finish Boats: The staff on the finish boats were overwhelmed and some mistakes were done, such as not providing flags to warn sailors of race schedules and encountering problems with recording finishes. Consideration should be given to having Class members helping the local crew on finish boats.

Scheduling Conflicts: The practice of having the girls' fleet always take to the water after the boys' fleet resulted in strategic disadvantages for the girls, as they couldn't adequately test the race area and plan accordingly. As a Class we should consider rotating the fleets to ensure equal opportunities for both genders. Also, for many, the race days were too long for coaches: "It was too long all the time". "It was a pretty tough week even for coaches".

Enforcing Rules: Efforts to enforce rules encountered challenges during the event. Ensuring compliance with starting procedures and course adherence was hindered by the inability to promptly identify tacking violations and course deviations. The use of GPS trackers may offer a solution to these issues.

Official Notice Board Usage: Critical information must be posted on the Official Notice Board rather than relying solely on informal communication channels like WhatsApp to ensure that all participants are informed promptly.

4. Jury Decisions:

The application of redress policies by the juries raised concerns among some members of the Executive Committee. It was noted that juries occasionally granted redress for minor issues, which might send the wrong signal. It is advisable to review and clarify the redress policy to maintain fairness and consistency in decisions.

The juries have drawn up a report following the Y&J European Championships and will be asked to forward it to the Executive Committee as soon as possible.

5. Media Coverage and Security:

For some members of the Executive Committee, the event lacked sufficient media coverage and safety measures, leading them to ask certain questions:

Should we reinstate GPS Live Tracking? Consider reinstating GPS Live Tracking to enhance safety and race management, especially for the marathon event. This measure would also make it easier for media, parents, and coaches to follow the races and provide real-time updates.

Should we reinstate Live Coverage? Some members of the Executive Committee expressed disappointment over the absence of live coverage, particularly on the day of the Medal Races.

As far as live coverage is concerned, Gonzalo points out that the Class is in discussions with a new provider. The latter will be present in Silvaplana for the U21 World Championship. If the result is satisfactory, he will be asked to work on the Y&J World Championship in Cadiz in October.

For Ronnie, you also have to consider the value for money of these services. Tracking in particular is notoriously difficult to implement on Slalom days.

In conclusion, it should be emphasised that the Y&J European Championship was a success in terms of the number of competitors entered, the number of nations present, the know-how of Circolo Surf Torbole and the performance of the iQFOiL team, which was short-staffed at this event for scheduling reasons. The European Youth & Junior Championships in Torbole, Italy also showcased young sailors' remarkable talents while highlighting areas that require attention for future events. Addressing challenges related to venue organization, technical disruptions, race management, rule enforcement, and communication will contribute to a more successful and enjoyable competition.

Change in Class rules: National flag on Junior sails

Three options were discussed during the meeting:

1. The idea is to place:

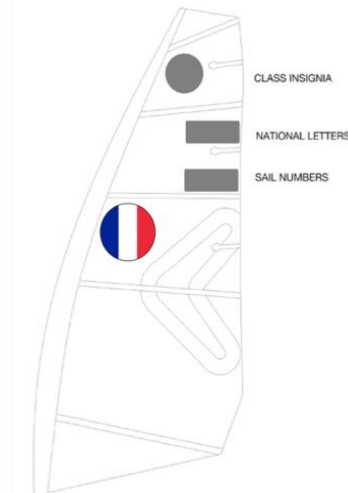
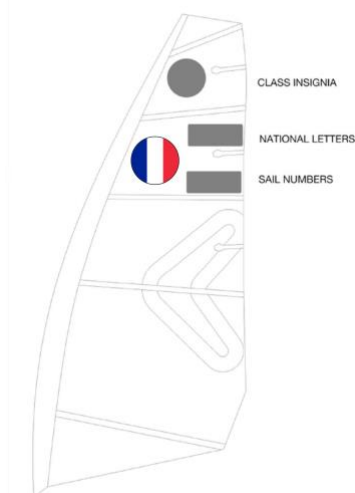
The Class sticker on the panel at the very top of the sail,

Followed by the national flag below (on the panel where the numbers are currently displayed)

Followed by the sail numbers, which would be printed on a single line.

The advantage of this option is that there will be the same consistency for the youth and senior classes.

2.



3. Same configuration as above, but with a rectangular flag

It seems that the Executive Committee's preferred option is the first one.

It is looking into the possibility of supplying some or all of these stickers at the Y&J World Championship in Cadiz in October for the U17s.

The distribution arrangements will be specified at a later date.

Preparing for the General Meeting

Here are the points on which the Executive Committee will be working in the coming weeks:

1. Review the changes made to the Class Rules for seniors and adapt those that are necessary to the Youth & Junior Class.

2. Weight harness and total weight of equipment carried for Youth & Junior

3. 7.0 HGO (same design as the 8.0 and 9.0) related to the weight equipment and POL's proposal of changing the 8.0 to a 7.0 HGO on the U19 girls. Some comments to start thinking about it:

- Change 8.0 to 7.0 HGO Sails on the U19 girls: The ExCom needs to study the possibility of adding the option of registering a 7.0 HGO. Changing from 8.0 to 7.0 will limit the light wind performance a lot, limiting the amount of racing in the marginal wind days, so not an option. The 7.0 which has already been tested and works very nice, rigs on the 490 too.
- Add the option of a second sail, 7.0 HGO sail for U19 girls and boys: This could widen the range of weights that can be competitive, so that lighter boys and girls could perform until they manage to develop their weight sufficiently to race in 8m2s in all weathers. This could help the Class retain light racers. The downside is that the addition of the 7.0 HGO option might force racers to invest in a second sail.
- Changing the 7.0 FGO for a 7.0 HGO for the U17s:
The 7.0 HGO sail becomes the new sail for the U17 age group. Some more tests need to happen prior to having that being considered.
So when they move up to U19, there's only one sail to buy, the 8.0. The boom and mast remain the same. The problem is that the 7.0 HGO sail is heavier and might not have the right amount of power to the lightness of it.
So for the same size, the 7.0 FGO is very light, has a lot of power, is much cheaper and does a very good job for this age group.
Another option is to dedicate the 7.0 FGO for U15s (U13s) and the 7.0 HGO for U17s.
More to test and explore/discuss on this subject.

The Executive Committee Meeting ended at 10h01