



RACE MANAGEMENT COMMITTEE

Meeting

held from 14:00 – 16:00 UTC/GMT
on Saturday, 29th October 2022 via Zoom

MINUTES

Present: Ecky von der Mosel (GER) - Chairman, Akis Tsalikis (GRE) - Vice-Chairman, Agnes Lill (EST), Nicola Sironi (ITA), Johan Tuvstedt (SWE), Noora Westerlund (FIN),

Excused: Willem Ellemeet (NED), Joaquin Barenys (ESP), David Bartol (SLO)

Observers: Andrus Aarna (EST), Gennaro Aveta (ITA), Per Bøymo (NOR), Dobbs Davis (USA), Bruno Frank (SUI), Matthew Gallagher (USA), Philippos Georgakis (CYP), Zoran Grubiša (CRO), Panayotis Papapostolou (GRE), Alberto Pindozi (ITA), Michael Quist (DEN), Heikki Räisänen (FIN), Teresa Rios (ESP), Raymond Roesink (NED), Peter Tjalma (NED), Chris Tutmark (USA), Fabrizio Pirina (ITA), Matteo Zuppini (ITA)

1. Approval of Minutes of 2021 meeting

Minutes of 2021 meeting were unanimously approved.

2. Submissions

EST 6 - Post-event survey

The submission is supported. The Committee considers the collection of such data very important. Agnes Lill presents a sample of questionnaire used in Estonia. Cooperation with the organizers is necessary to have access to the email addresses of the participants. A tool like SurveyMonkey can be used. The questionnaire should be standardised. ORC should define who is analysing the feedback and who gets access to the results. Suggested that the draft survey be shared with the Offshore Classes Committee as well. It should not be part of the Green Book but rather be maintained separately. An open question is whether the survey should be sent out by ORC or by the individual organizers.

GRE 1 - Effect of declared weight on DA

The submission is supported. The problem is recognised. The ITC will propose a solution for 2023 such that crew weight does not affect dynamic allowance as greatly.

NED 3 - Bow stickers

The submission primarily pursues environmental concerns. These have the full support of the Committee. The motion is going to fare asking to forbid bow stickers. Alternatives should be considered and tested. Sail numbers all foresails are not considered to be a good solution,

especially for recognising early starters. The bow stickers are an important marketing tool for the sponsors.

Experiences from Kieler Woche with 3500 stickers applied per year using reliable material of the film and techniques are reported. Options discussed are biodegradable bow stickers; an electronic method of identifying boats over early; and better adhesives. Perhaps having the organizing authority install the bow stickers will reduce the likelihood of them falling off.

A working group should be set up or a prize should be awarded for an adequate solution. The fundamental goals are to reduce any negative environmental impact; provide for easy determination of yachts over the line early; and support need of sponsors.

RSA 1 - Scoring a boat per own certificate

The Committee supports the submission, even though we think the rule may already address this in the owner responsibility section. Apparently, the problem in South Africa was that the OA chose to use a single certificate, not the owners. It may need to be added to the Red book. The proposed amendment may be introduced, it serves to clarify.

USA 2 - Forecast/Routing based scoring system

The proposal is supported. Zoran stated that the ITC was strongly in favor of it as a scoring option. This scoring option is objective and provides a single clear TCF before racing so they know how they will be scored. It was added that it refers to coastal races (not long distance nor windward / leeward). It was not entirely clear whether this scoring system is already available on existing software.

The proposal is for ORC to develop a tool usable by race committees to implement this scoring. The current rule allows for this type of scoring but the tool does not exist that would make it simple. The committee supports asking the Management Committee and Congress to find the resources necessary to develop and implement this scoring tool.

USA 3 - More Scoring descriptions

There have been discussions in the past about whether the Race Management Guide is already too extensive. Probably it is a solution to have different guides for different regions. If the guide is translated it is close at hand to adapt it to the needs of the relevant nation/region.

The RMC would prefer and support an amendment for options used in US drafted in an appendix to the Race Management Guidebook. Other countries could do the same. NED agreed to work with USA on the format of this.

3. Any other business

No contributions on this.