



# International Sailing Federation

Equipment Inspection Policies and Procedures

LONDON 2012 OLYMPIC SAILING

COMPETITION

# ISAF EQUIPMENT INSPECTION POLICIES AND PROCEDURES

**LONDON 2012 OLYMPIC SAILING COMPETITION** *Please note that these policies are guidelines to the Equipment Inspection Team. Failure to observe these guidelines is not grounds for redress.*

## 1. Definitions

- 1.1 **ISAF Measurer** – an International Measurer appointed by ISAF and responsible for the conduct of inspections in each of the Olympic Classes.
- 1.2 **Equipment Inspection Committee (EIC)** – the ISAF Measurers, an ISAF representative and a Chairman appointed by LOCOG and ISAF; a panel of 3 or more members of the full EIC. The EIC is the authority to which all equipment inspection queries and issues shall be raised, including requests for interpretations.
- 1.3 **Equipment Inspector** – a National Technical Official (NTO) appointed by LOCOG.
- 1.4 **Equipment Inspection Team** – the Equipment Inspection Committee members, Equipment Inspectors and all volunteers responsible for managing equipment inspection.

“Will” means the intentions of the Equipment Inspection Team.

## 2. Inspection Schedule / Changes In Schedule

- 2.1 The inspection schedule is provided by ISAF in consultation with the ISAF Measurer.
- 2.2 Changes to a team's scheduled timeslot may be permitted by the EIC if a timeslot is available or provided that if an alternative slot is not available the affected team finds and agrees with another team for the swap.
- 2.3 All boats shall present their full set off equipment as outlined in the Equipment Inspection Regulations during their assigned timeslot. When part(s) of the equipment are not ready for inspection during that time, the affected team may arrange with the ISAF Measurer in charge for that Class for an appropriate timeslot at a later time.

## 3. Inspection Forms / Measurement Certificates

- 3.1 The Equipment Inspection Team shall use individual forms to record in detail all relevant information relating to the pre-race inspections. This information shall include everything that is needed to facilitate quick and accurate post-race inspections.
- 3.2 All inspection forms shall be retained by the Equipment Inspection Team administrator. Forms shall be given as notifications to competitors for items that do not comply.
- 3.3 In accordance with Equipment Inspection Regulation 2.5 all certification documents as required by the relevant Class Rules, shall be original or certified true copy forms. Documents to be submitted by fax or email, shall be accepted only if sent directly by the respective Certification Authorities.

## 4. Pre-Race Inspection Procedures

- 4.1 In all cases where a control performed by a volunteer indicates non-compliance with the Class Rules, the control is to be repeated and verified by the ISAF Measurer in charge, or the Equipment Inspector if delegated.
- 4.2 In all verified cases of Class Rule non-compliance, the exact nature and detailed description of the non-compliance will be recorded on the inspection forms and the affected team notified.
- 4.3 No corrections / modifications are to be performed inside the Equipment Inspection Area, unless explicitly permitted by the ISAF Measurer in charge.

- 4.4 No assistance or advice on corrections / modifications shall be given to competitors by Equipment Inspection Team members unless specifically asked.
- 4.5 Equipment Weighing recommendations:
- In general, only one weighing attempt will be permitted for all items so controlled; no optimization attempts by the competitors will be permitted.
  - In cases where corrector weights need to be installed:
    - The amount of correctors is to be verified during the initial weighing
    - The correctors will be presented separately for control on a suitable scale
    - The installation of the correctors will be inspected by the ISAF Measurer or Equipment Inspector in charge.
  - In cases where the weight deficiency cannot be covered by the maximum amount of corrector weights permitted:
    - The maximum permitted amount of correctors shall be installed and the remaining part of the weight deficiency covered as specified in Class Rules.
    - The relevant piece of equipment shall be re-weighed to verify the above correction.
- 4.6 Each team shall present only one hull for inspection. The EIC may permit the withdrawal of the first hull and its substitution by a second hull in the following cases:
- A hull that fails in a serious matter like shape or construction that is proven to not be the fault of the owner (i.e. delivered in this state by the builder).
  - A hull which is too light (where the maximum corrector weight allowance is not enough to cover the weight deficiency)
- 4.7 All pieces of equipment that are to be event limitation-marked shall be marked so after successful inspection and the details recorded in the inspection forms. No item shall leave the inspection area without the appropriate limitation mark in place or a non-compliance notification in the inspection forms.

## **5. Weighing of Athletes**

- 5.1 Weighing of athletes shall be conducted according to the following procedure:
- Weighing scales shall be checked in the morning for level and with test weights.
  - Use of weighing forms for athletes is essential and athletes need identification and to sign their initials on the form when weighed.
  - The person weighing should report any non-compliance with the class weight limit as soon as possible and notify them of non-compliance and state that they have until end of weighing time to comply with the class weight limit.
  - At the end of the weighing time limit the person conducting the weighing shall report any non-compliance or failure of an athlete to attend as soon as possible to the EIC. The EIC shall establish the need to protest in accordance with section 7.
  - The Jury shall be notified the results of weighing as soon as possible after the weighing time limit.

## **6. Inspections during the Racing Days**

- 6.1 Boat park inspections may be performed by the Equipment Inspection Team in a pro-active role, as approved by the EIC. These inspections will be performed by the ISAF Measurer in charge for each Class working together with the respective Equipment Inspector or another EIC member as a team. EIC members shall avoid conversations with competitors or coaches when alone or in private.
- 6.2 Boat Park inspections may include any items relevant to each Class as agreed in advance by the EIC, such as corrector weights, event limitation marks and boat fittings that are limited by the Class Rules. These inspections will be organized in a way that ensures control of all boats of a Class in a single pass.

- 6.3 Pre-Race on the water inspections are to be avoided, except where a competitor directly asks for a specific check in his boat.
- 6.4 Measurer boats shall be crewed by an ISAF Measurer and the respective Equipment Inspector. There will be no communication between them and any competitors, except when performing an inspection or, where a competitor directly asks for a specific check.
- 6.5 Measurer boats shall be positioned near the starting area before *racing* starts, clearly identified by the relevant flag, so that competitors may report any equipment damages and request replacements. They shall not obstruct any racing, Jury, Race Management or media boats.
- 6.6 At the finish, Measurer boats shall be positioned near a committee boat in order to get near the boats as soon as possible after they finish. They should keep clear of any active officials or media boats.
- 6.7 The EIC will indicate to each ISAF Measurer before each race the number of boats to be controlled at the finish. In general, this will be decided by the finishing order and the exact finishing places for control will be agreed during the morning meeting of the EIC. The ISAF Measurers may inspect additional boats if deemed necessary. When multiple races are sailed on the same day, and a boat indicated for inspection has been already inspected in a previous race of that day, the ISAF Measurer may inspect the next boat in the finish order.
- 6.8 Post-Race on the water inspection will include such items as agreed in advance by the EIC for each Class. Generally, they should include event limitation marks, safety equipment including PFDs and use of equipment according to Class Rules such as positioning of sails in relation to the limit marks on the rig when applicable. After the last race of each day, boats may be escorted back to shore for more detailed inspections. These inspections will be performed in a protected space of the sailing marina. Boats selected for shore inspection shall be informed so at the finish, and coach or other boats shall be prohibited from coming close during the trip back to the sailing marina unless permitted by the ISAF Measurer. Shore controls may be performed with the assistance of other ISAF Measurers or Equipment Inspectors.
- 6.9 The operator of an equipment inspection team vessel will promptly advise the Course Race Officer if he/she believes his/her vessel has substantially affected one or more boats racing.

## **7. Protests by the EIC**

- 7.1 When a boat is found to contravene its Class Rules or Equipment Inspection Regulations during a Post-Race inspection at the finish or ashore as in 6.8, clear evidence is to be kept by the ISAF Measurer or Equipment Inspector using any means deemed appropriate, and the competitor(s) informed about the results of the inspection. The EIC is to be informed verbally at the first reasonable opportunity.
- 7.2 An EIC panel composed of the EIC Chairman, the ISAF representative and the ISAF Measurer responsible for the class will be formed for the purpose of establishing a protest. The EIC panel members should be of different nationalities, but if they are not, another ISAF Measurer from a different country shall join the EIC panel. If this is not possible, the Race Committee shall be consulted before making any protest.
- 7.3 To establish if a boat should be protested, the Equipment Inspection Committee will refer to the Discretionary Penalties document. If the Discretionary Penalties document suggests no penalty for this particular rule infringement then the ISAF Measurer will simply report back to the boat in question and ensure the infringement is rectified at the first reasonable opportunity.
- 7.4 If a penalty is suggested by the Discretionary Penalties document or the penalty is unclear at that time the Equipment Inspection Committee shall protest in accordance with the Equipment Inspection Regulations.

## **8. Replacement and Repair of Equipment**

- 8.1 Replacement and repair of Equipment shall be done in accordance with 3.3, 3.4 and 3.5 of the Equipment Inspection Regulations. The EIC shall give permission for replacement of only specific part(s) of a boat that are damaged as in 3.5.

## **9. Answering Questions**

- 9.1 EIC Members may answer questions on the application of class rules that do not involve a protest. Questions that involve an interpretation of a class rule should be submitted to the Equipment Inspection Team administrator in writing. The full list of all non-interpretation questions along with the respective answers given by EIC members on each day shall be posted on the official Notice Board not later than 09:30 of the next day.
- 9.2 Whether ashore or afloat, the primary conversation should be between one EIC member and a competitor or coach. A second EIC member or an Equipment Inspector shall observe the discussion, and may help diffuse the situation as needed. Conversations with competitors or coaches in private shall be avoided.