

Sailing World Cup Equipment Inspection using Equipment Control and Registration – Discussion Paper

Introduction

The aim of this paper is to outline a proposed system of effective equipment control at Sailing World Cup (SWC) events through event based equipment registration and inspection. This system considers the level and scope of equipment control at the SWC without dramatically increasing resources and infrastructure for the event organisers.

The goal is, as always, to ensure fair sailing. The following assumptions are made:

1. All certification measurement activities are performed outside of the event structure and only previously certified equipment is presented for inspection at a multiclass event (SWC).
2. The only time equipment inspection should include fundamental measurement is to verify a previously documented control.

Equipment Control vs Measurement

Most items of boat equipment have a serial number, means of identification or measurement certificate/forms and can therefore be traced and identified. A piece of equipment may also be required to carry corrector weights etc. that will be mentioned on a measurement certificate or other certification documentation. These certification documents are referred to below as equipment data.

A basic level of equipment control should be checking that a boat is in compliance with the class rules and certification documentation without the need for actual measurement.

Event Equipment Registration

When a sailor registers for an event they should also register the equipment they wish to use for that event. This registration would be made through an online database system as part of the overall sailor registration process for the event. The equipment data will be accessible for modification by the sailor until a certain time period before the event, according to the NOR.

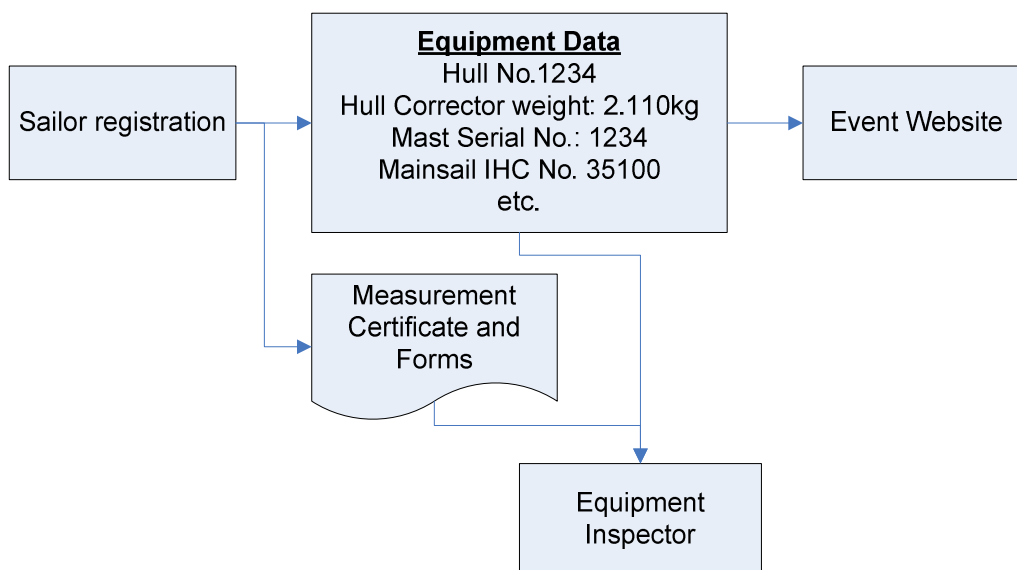
The rule processes of an event should recognise the registration of equipment as an official declaration. If a sailor uses equipment that is not registered there should be appropriate penalties through the existing protest and discretionary penalty framework.

Equipment Inspection

The equipment data can then be used for equipment inspection throughout the period of the event. An equipment inspector should be able to access the registered information and ensure the equipment complies with the identification and certification documentation during random spot checks on and off the water. It is the sailor's responsibility that serial number and measurement data match. In the case of the inspector finding a discrepancy between the boat and the documentation they can revert to physical measurement of a piece of equipment.

Sailors should remain within the equipment limitations specified by the Class Rules or Notice of Race. The proposed system does not preclude the use of event limitation stickers and it is recommended that these should be continued to be applied for quick on-the-water or post-race inspection of event limited equipment.

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Equipment Transparency

The list of registered equipment should be publicly available with the aim of promoting transparency amongst sailors, self-awareness and also the self-policing nature of our sport within the equipment side. Many sailors will complain in the boat park about another sailor's piece of equipment but will never actually protest this sailor. Transparency will help stop the rumours or force the protest.

Chairman, Vice Chairman – ISAF Equipment Committee