

SAIL TRAINING INTERNATIONAL

INTERNATIONAL SAIL TRAINING AND ALL SHIPS CONFERENCE
Saturday 19th November 2011

Race Operations Committee
Feedback from this years events and Rule Changes for 2012
Rule of Rating Review
Race Course Planning

Robin Snouck Hurgronje (Chairman ROC)

Paul Bishop (Head of Race Directorate)



RACE OPERATIONS COMMITTEE

Appointed by, and reports to, the Board of Directors of Sail Training International Group Limited

Responsibilities

Advises Board of Directors of Sail Training International Group Limited on Racing and Sailing Rules, Safety Regulations and Inspections procedures, and technical aspects relating to the selection of Host Ports for future races and regattas.

Composition

Chairman, the Head of the Race Directorate (Secretary), Class A, Class B, Class C/D representatives that compete in Sail Training International's races and regattas, and the Head of the Vessel Safety Equipment Inspectorate.



RACE OPERATIONS COMMITTEE

Management and Administrative arrangements

Chairman: overall responsibility for the activities of the Committee, in close collaboration with Head of the Race Directorate.

Agendas are determined by Chairman and Head of the Race Directorate and specific requests from the Boards of Directors

The Committee meets at least twice a year, and otherwise as often as its Chairman deems appropriate.



SAIL TRAINING INTERNATIONAL

Review of The Tall Ships Races and Regattas 2011



THE TALL SHIPS RACES 2011



Lerwick
21-24 July

Race 2

Stavanger
28-31 July

Race 3

C in C

Greenock
9-12 July

Halmstad
5-8 Aug

Waterford
30 June-3 July

The Tall Ships Races 2011

Captains' Questionnaire Summary

What were the best parts?

- *Waterford great port – all crew enjoyed their stay*
- *Very impressed with the whole event*
- *Docking arrangements and crew events*
- *Hospitality. Great facilities (showers & toilets. Lovely security/stewards)*
- *The wide variety of activities and attractions*
- *The fact that the crowds came in their thousands.*
- *The LOs were excellent (Lerwick)*
- *The welcome atmosphere was excellent - warm welcome from locals. Pubs. Dancing (Lerwick)*
- *Captains dinner, afterguard party and crew parade (Lerwick)*



The Tall Ships' Races 2011

Captains' Questionnaire Summary

What were the best parts?

- *The captains' dinner. Ships berthed close together. LOs were excellent (Stavanger)*
- *Pulpit Rock and beautiful surroundings (Stavanger)*
- *Team spirit of all the participants*
- *Captains' dinner. Free entrance to museums and swimming pool. Crew visits (Stavanger)*
- *Liaison Officers (Halmstad)*
- *LO system (Stavanger)*
- *Good location, harbour in city centre. Many activities (Stavanger)*
- *Friendly people, good organisation (Stavanger)*
- *Welcome from ports and locals*
- *Berthing as close to each other (Stavanger)*

The Tall Ships' Races 2011

Captains' Questionnaire Summary

What could have been improved?

- *Afterguard party (Waterford)*
- *Radio Comms, strict procedures, punctuality(race one)*
- *Captains dinner (Greenock)*
- *Crew parade too long (Greenock)*
- *Disabled transport facilities in Lerwick. No thought put into disabled facilities in Greenock*
- *Apart from the weather the crew party could have been under cover (Lerwick)*
- *Crew toilets closer to ship (Stavanger)*
- *No shore power provided. No income from corporate hospitality (Class A ship)*
- *LO system Halmstad (knowledge of English marginal)*
- *Crew parade Stavanger*
- *Recycling waste (Stavanger)*



The Tall Ships' Races 2011

Captains' Questionnaire Summary

What could have been improved?

- *Wi-Fi did not work well (Stavanger)*
- *Crew showers (Stavanger)*
- *Electrical power not provided (Class A)*
- *Facilities to make it more attractive for commercial Class A ships. Exemption from regulations (ISPS, serving alcohol and taxes). More effort to organise commercial activities*
- *Better informed LO's. Working Wi-Fi in harbour area. Extended crew toilet facilities. More inter-ship competitions (Stavanger)*
- *No corporate hospitality but Trainee placement OK in Halmstad.*



The Tall Ships' Races 2011

Captains' Questionnaire Summary

What Other comments:

Race

- *Racing too short*
- *Add finish position on Dec form as well as time when finish line is long*
- *Communications with Race Committee during race – decision making process for bringing time limit forward (Race three)*
- *Race one – finish line further north. Race three – busy area at finish line (Skagen)*



Captains' Questionnaire Summary

	1 <i>V poor</i>	2 <i>Poor</i>	3 <i>Ave.</i>	4 <i>Good</i>	5 <i>V good</i>
<i>Port Services (tugs, pilots, berthing, water, electricity waste)</i>		2	4	10	12
<i>Trainees Activity Programme (competitions, crew party)</i>		2	5	15	13
<i>Activities for Captains and Officers</i>	1	1	2	13	13
<i>Host port organisational committee and volunteers, LOs</i>	1		4	11	10
<i>Crew Services (Toilets, showers, crew centre)</i>		2	6	14	8
<i>Race Management (Race start, race communications, results)</i>	1	4	6	8	7
<i>Race Administration (Captains Briefings, vessel inspections, race documents)</i>		1	3	14	8
<i>Overall Percentage (79% good or very good)</i>	3%	6%	13%	46%	33%



Captains' Questionnaire Summary

	<i>1</i> <i>V poor</i>	<i>2</i> <i>Poor</i>	<i>3</i> <i>Ave.</i>	<i>4</i> <i>Good</i>	<i>5</i> <i>V good</i>
<i>Waterford</i>				<i>1</i>	<i>7</i>
<i>Greenock</i>			<i>1</i>	<i>1</i>	<i>9</i>
<i>Lerwick</i>			<i>1</i>	<i>1</i>	<i>3</i>
<i>Stavanger</i>			<i>2</i>	<i>12</i>	<i>4</i>
<i>Halmstad</i>			<i>2</i>	<i>10</i>	<i>4</i>

Captains' Questionnaire Summary

	1 <i>V poor</i>	2 <i>Poor</i>	3 <i>Ave.</i>	4 <i>Good</i>	5 <i>V good</i>
<i>What overall rating would you give in terms of providing a good experience for young people?</i>			4	14	4
<i>Overall percentage</i>			18%	54%	18%

Captains' Questionnaire Summary

	1 V poor	2 Poor	3 Ave.	4 Good	5 V good
<i>How good was the support you were given for corporate hospitality and trainee recruitment?</i>			2	9	4
<i>Overall percentage</i>			13%	60%	27%

The Culture 2011 Tall Ships Regatta

	1 V poor	2 Poor	3 Ave.	4 Good	5 V good
<i>Port Services (tugs, pilots, berthing, water, electricity waste)</i>			2	6	11
<i>Trainees Activity Programme (competitions, crew party)</i>		1	1	4	14
<i>Activities for Captains and Officers</i>			1	7	12
<i>Host port organisational committee and volunteers, LOs</i>			1	9	10
<i>Crew Services (Toilets, showers, crew centre)</i>			4	10	5
<i>Race Administration (Captains Briefings, vessel inspections, race documents)</i>			1	6	13
<i>Race Management (Race start, race communications, results)</i>			2	3	14
<i>Overall Percentage</i>					
<i>90% good or very good</i>		1%	10%	33%	57%



The Culture 2011 Tall Ships Regatta

	1 V poor	2 Poor	3 Ave.	4 Good	5 V good
<i>What overall rating would you give in terms of providing a good experience for young people?(16 returns received for this category)</i>			2	7	7
<i>Overall percentage</i>			12 %	44 %	44 %

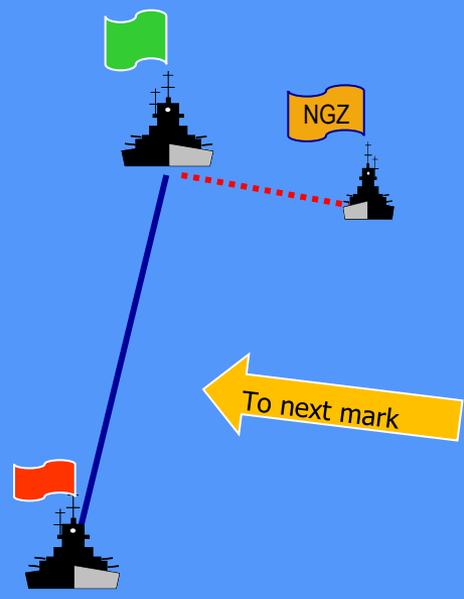
The Culture 2011 Tall Ships Regatta

	1	2	3	4	5
<i>How good was the support you were given for corporate hospitality and trainee recruitment? (15 returns received for this category)</i>	1	2		4	7
<i>Overall percentage</i>	7%	14%		29%	48%

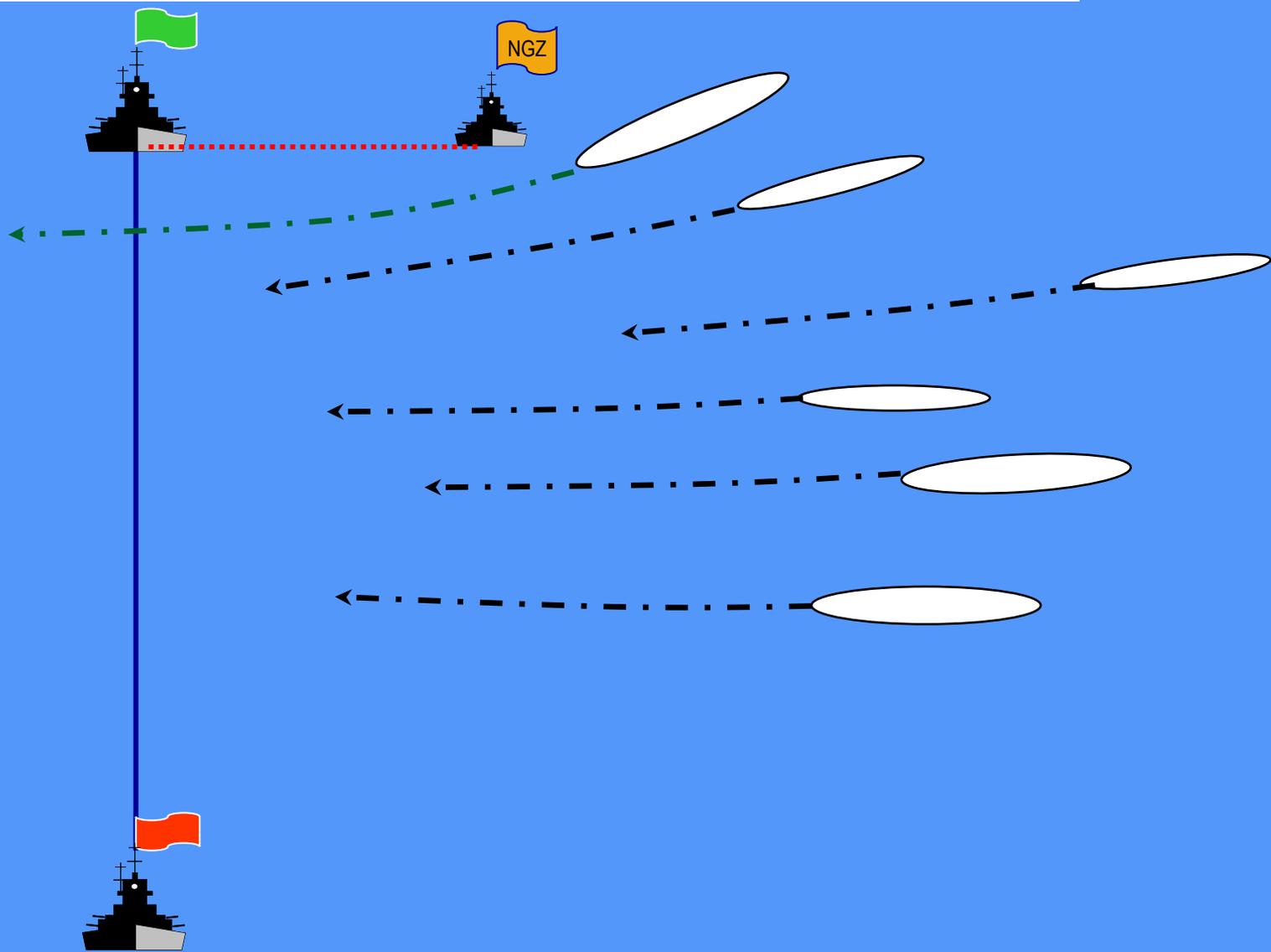
	1	2	3	4	5
<i>How good was the support you were given for corporate hospitality and trainee recruitment? (15 returns received for this category)</i>	1	2		4	7
<i>Overall percentage</i>	7%	14%		29%	48%

Setting the Start Line

Wind direction

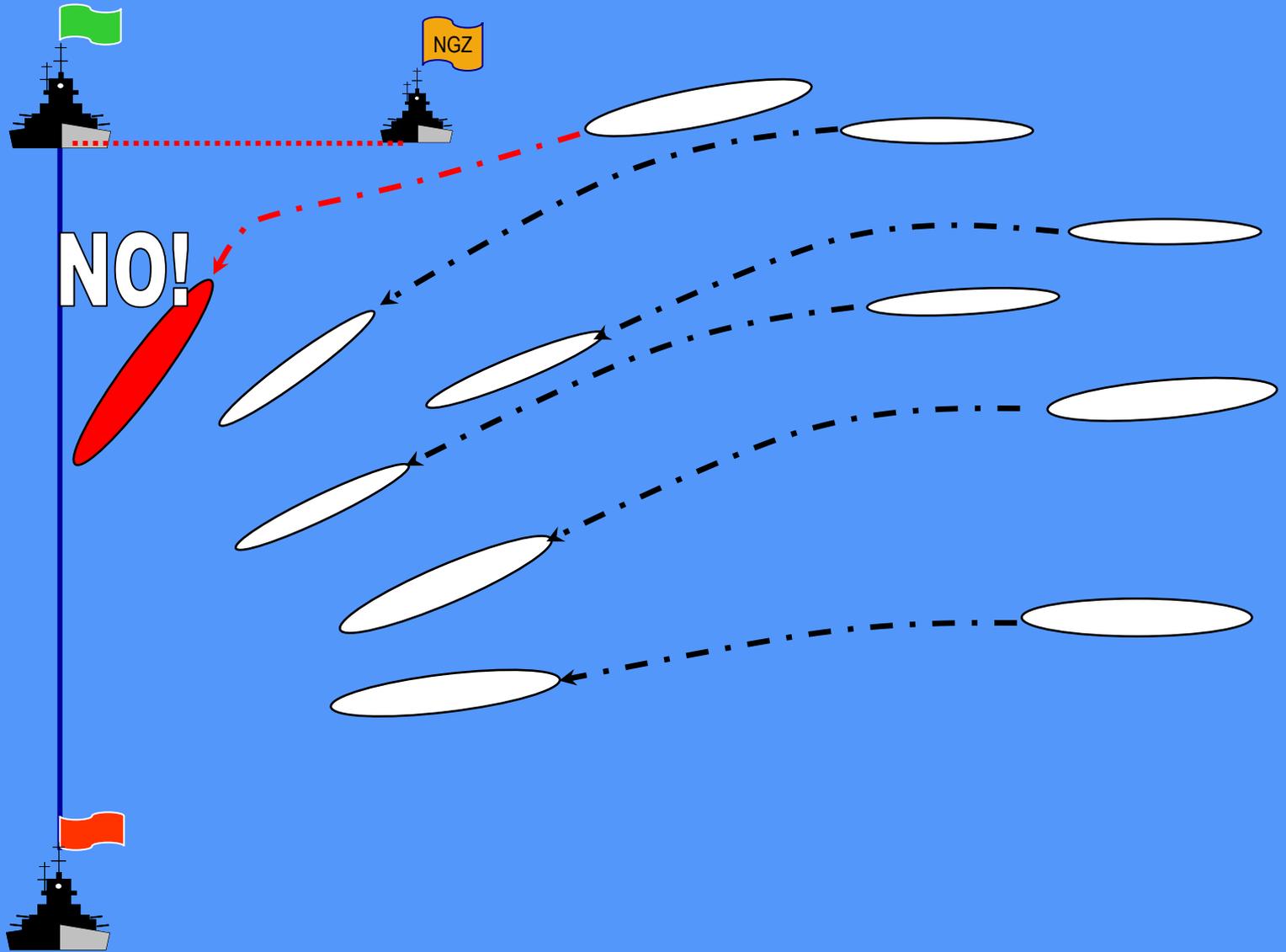


Rule 19 – Recalls & Crossing the Start Line early



Approx wind direction

Rule 19 – Recalls & Crossing the Start Line early



Approx wind direction



The Culture 2011 Tall Ships Regatta

Captains' Questionnaire Summary

What were the best parts?

- *Welcome and hospitality of Klaipeda*
- *Food at the crew party in Gdynia*
- *Captains' dinner at Klaipeda*
- *Site-seeing arrangements in Turku and Klaipeda*
- *Scuba diving in Turku*
- *Music on the stages in Turk*
- *Port services in Gdynia*
- *Trainees' activities in Gdynia(This is repeated by most captains reporting on Gdynia)*
- *Captains' Optimist race in Gdynia*
- *Crew Parade in Gdynia*



The Culture 2011 Tall Ships Regatta

Captains' Questionnaire Summary

What could have been improved?

- *Disappointed that no afterguard party was arranged in any port*
- *Organisation of fresh and waste water in Klaipeda and Gdynia*
- *Provision of diesel in Gdynia*
- *Parade of Sail in Gdynia a little too late in the day*
- *Crew activities in Turku*
- *Provision of Internet facilities in Turku (low signal and too slow)*
- *Prices of merchandise in Turku*
- *(One ship's) LO in Turku*
- *Opening hours of crew showers in Turku*
- *Crew services in Gdynia*
- *Captains' handbook in Gdynia*
- *More trainees!*
- *More corporate hospitality opportunities in Gdynia*



2011 Event Review
any questions please?



SAIL TRAINING INTERNATIONAL

Review of the Rule of Rating



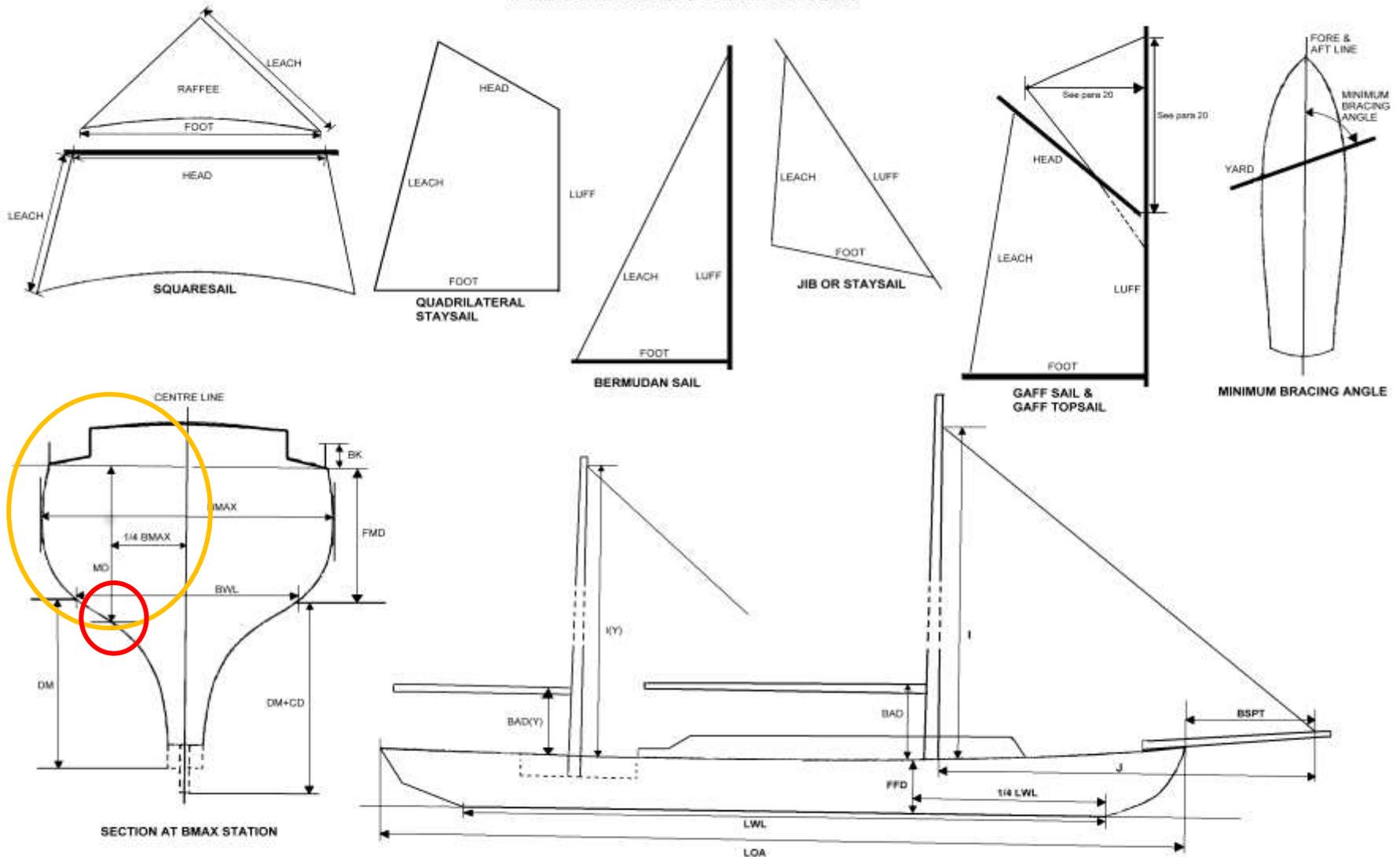
RULE OF RATING - Background

- Developed since first Tall Ships Races
- Principal architects – Colonel Dick Schofield & Colin Mudie
- Major reviews: 1982, 1990, 2004
- Interim review 2010
- Unique
- Long-term proven success (IOR, Channel HC, IMS...)
- Rule of Rating and not a Handicap



RULE OF RATING - Inputs

MEASUREMENT FORM DIAGRAM



Christian Radich 0.5953

(All measurements in Metric units)

Rig:	Ship	Masts:	3	Gaffs:	1
		Yards:	14	Wishbone Gaffs:	0
		Bow Sprit Length:	11.000	Gaff Topsails (with yards):	14

Sail Data:	I: 33.108	J: 25.999	No of Headsails:	5	MBA:	40
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No Spinnaker Allowance:	True
Cat Rigged:	False
Cruising Spinnaker Carried:	False
Poling-out Correction Applied:	False

All sail measurements are given in imperial feet units

Sail Name	Sail Type	Head	Foot	Luff	Leach	Area
Mizzen sail	Gaff	24.44	34.78	14.93	31.99	647.71
ALH	Headsail (largest?)	0.00	35.10	61.02	30.18	352.70
Total	Square	0.00	0.00	0.00	0.00	10462.66
Tweens	Staysail - Triangular	0.00	0.00	0.00	0.00	2137.60

(Note: For Gaff Topsails Luff represents the vertical dimension and Leach represents the diagonal dimension)

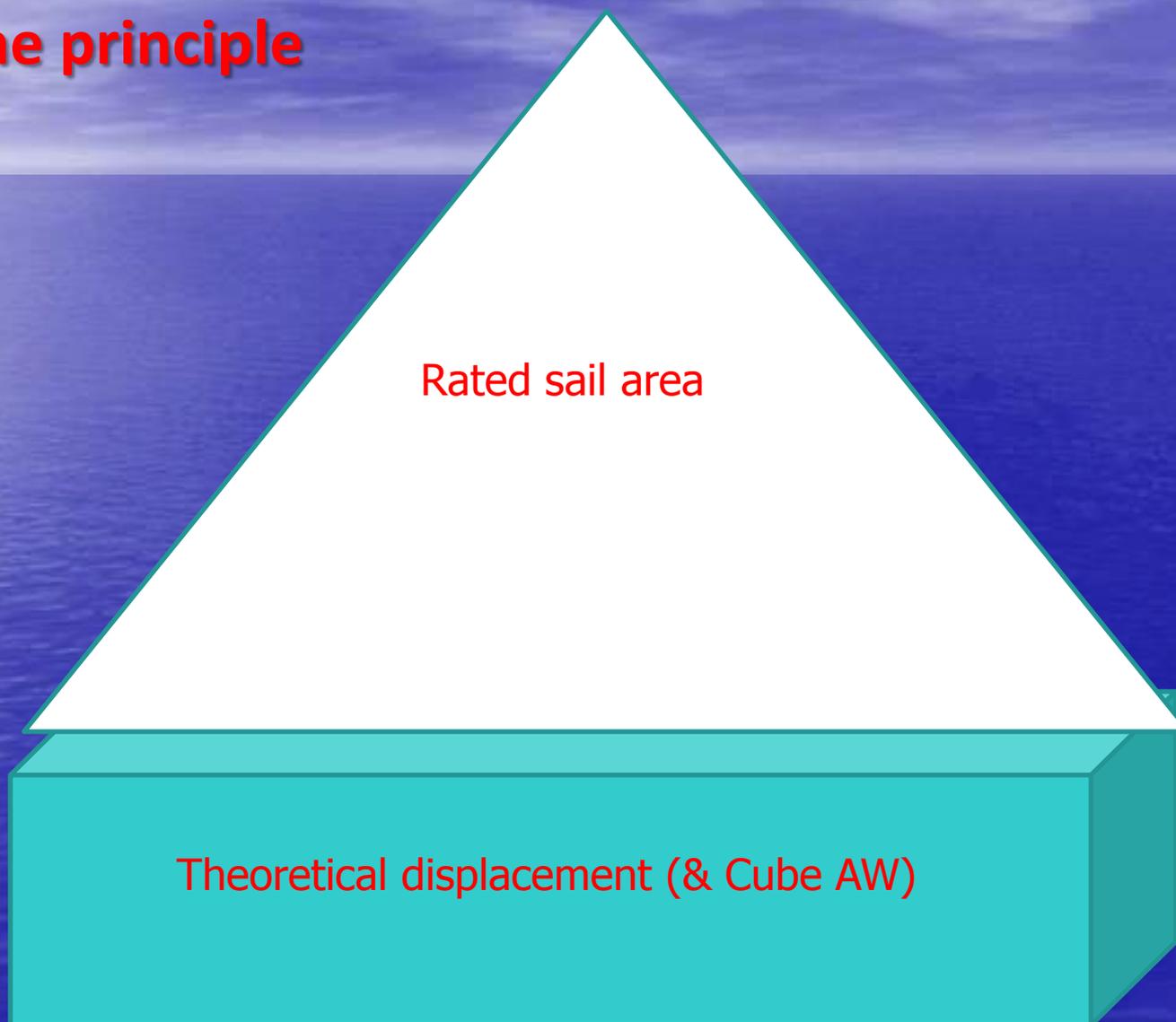
Hull Data:

LOA:	61.999	For'd Shed- Length:	12.344	H1:	30.238	E1:	17.778
LWL:	53.300	Height:	2.2006	H2:	32.217	E2:	17.803
BMax:	9.6987	Aft Shed- Length:	18.531	H3:	27.523	E3:	13.206
BWL:	9.7322	Height:	2.2341	H4:		E4:	
DM:	4.8006						
MD:	4.8493						
FMD:	1.3990						
FFD:	1.8989						
BK:	1.2923	Fin and Skeg		False			

Allowances:

Propellers:	1	Engines:	Diesel	Year of Build:	1937
Offset/Centre line:	C/L	Masts:	Heavy		
Blades:	4+	Centre Board:	No	(Max Draft With CB:)	
Fixed/Feathering:	Fixed				

RULE OF RATING – the principle

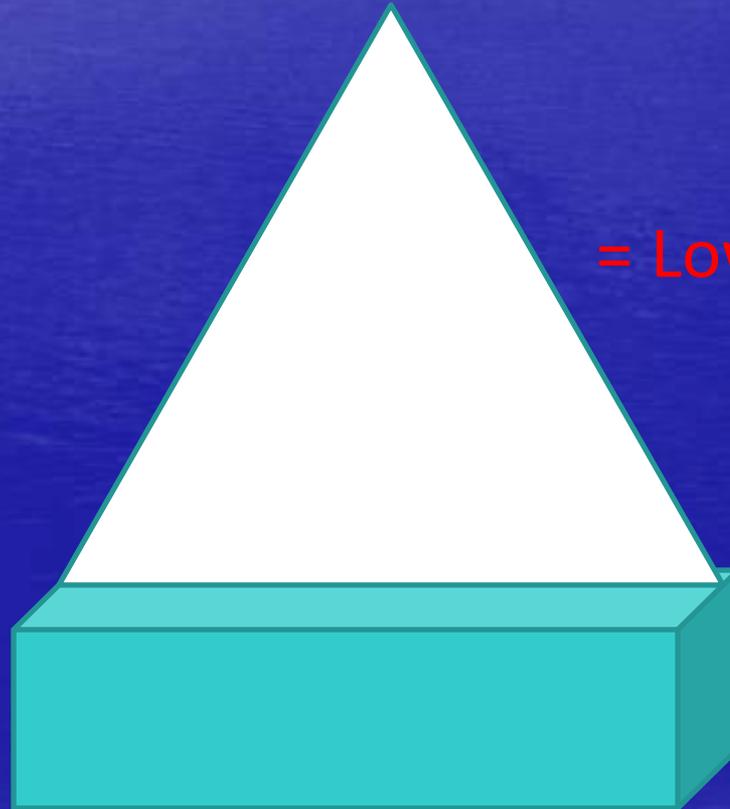


RULE OF RATING – the principle

= High TCF



= Low TCF



RULE OF RATING – the future

- Rule of Rating Review - analyse:
 - Past race results
 - Cases of Hardship
 - Anomalies
- Find solutions
- Re-run results with provisional solutions - re-analyse results
- Re-run results and analyse – verify - implement

RULE OF RATING – Interim Review Rig Allowance

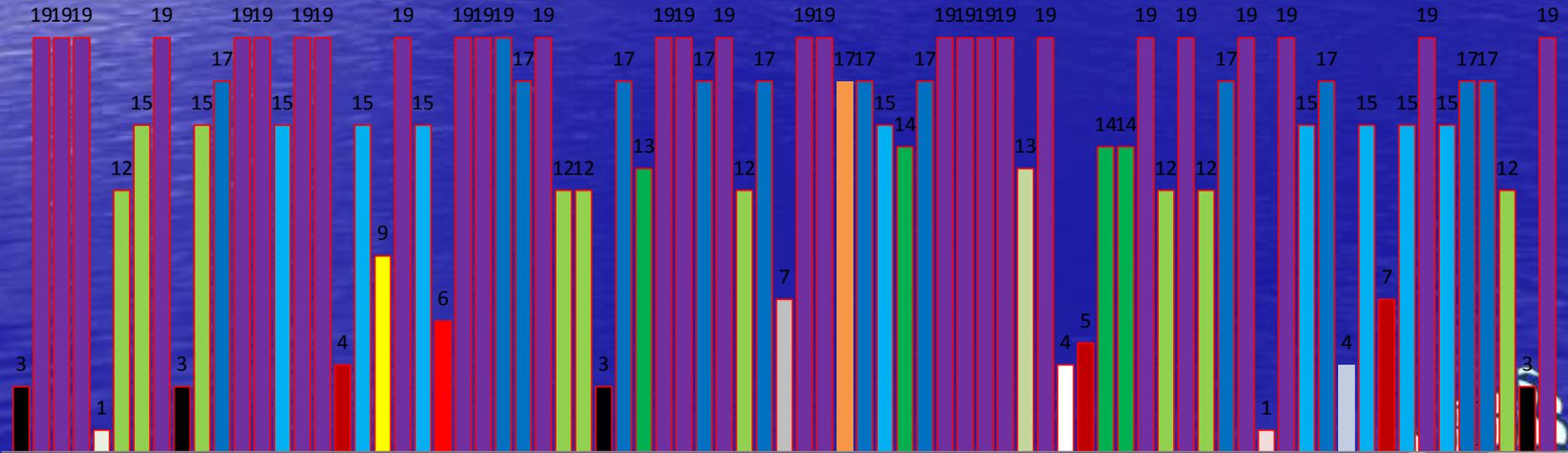
Code	Square Rig			RA	New RA
14	Masted Barques			X	Y
24	Masted Barquentines			X	
3	Ships			X	
4	Barques			X	Y
5	Barquentines			X	Y
6	Brigs			X	
7	Brigantines			X	
	Fore and Aft	Masts	Gaffs		
8	Schooners and Top Sail Schooners	3	3	X	Y
9	Schooners and Top Sail Schooners	3	2	X	Y
10	Schooners and Top Sail Schooners	3	1	X	Y
11	Schooners and Top Sail Schooners	3	0	X	Y
12	Schooners and Top Sail Schooners	2	2	X	
13	Schooners and Top Sail Schooners	2	1	X	
14	Schooners and Top Sail Schooners	2	0	X	
15	Yawls and Ketches			2	X
16	Yawls and Ketches			1	X
17	Yawls and Ketches			0	X
18	Sloops and Cutters			1	X
19	Sloops and Cutters			0	x
					Y



2007 Race 2

RULE OF RATING – Interim Review Rig Allowance

- CHRISTIAN RADICH
- DAR SZCZECINA
- DAR NATURY
- ST IV
- KRUZENSHTERN
- HELENA
- GRATITUDE
- AKELA
- SORLANDET
- GRATIA
- RONIA II
- HANSA
- BLACK DIAMOND OF DURHAM
- DEODAR
- KARFI
- SIRMA
- ALEXANDER VON HUMBOLDT
- ASTRID FINNE
- EENDRACHT
- GAUDEAMUS
- MORNING STAR OF REVELATION
- FRYDERYK CHOPIN
- THERMOPYLAE CLIPPER
- NAUTICUS
- TORNADO
- FARUREJ
- LIETUVA
- ATENE
- JACOB MEINDERT
- DAR MLODZIEZY
- INA
- *ESPRIT
- BETTER THAN
- FELICITY
- FLORA
- TOMIDI
- RUPEL
- HENRIKA
- ASGARD II
- BYLINA
- ANTWERP FLYER
- ANITA
- OCEAN SCOUT
- MOOSK
- JUAN DE LANGARA
- WILLIWAW
- PETER I
- MAGNOLIA
- STEPPE
- ANDROMEDA (Poland)
- JOHANN SMIDT
- HEBE III
- LORD NELSON
- ISKRA ORP
- ANDROMEDA (Denmark)
- REGINA GERMANIA
- FAZISI



RULE OF RATING – the future

- New software?
- Rule of Rating Review - analyse:
 - Past race results
 - Cases of Hardship
 - Anomalies
- Find solutions
- Re-run results with provisional solutions - re-analyse results
- Consider ‘performance weighting factor’
- Re-run results and analyse – verify - implement

THE RULE OF RATING

Any questions please?



SAIL TRAINING INTERNATIONAL

Race course planning

Robin Snouck Hurgronje (Chairman ROC)
Paul Bishop (Head of Race Directorate)



CLASS A TALL SHIPS FORUM

CRITERIA FOR HOST PORT SELECTION (Process)

- 4-yearly cycle sea areas

THE TALL SHIPS RACES FUTURE SAILING AREAS AFTER 2013



2015

2014

2017

2016

Regular Spring
Mediterranean &
Adjacent Seas
Race Series

HOST PORT SELECTION (Process)

- 4-yearly cycle sea areas
- Bidding process invitation to bid – sent out to 4 ½ years before event to interested ports direct or via NSTOs
- Deadline for bids 3 ½ before event
- Bid documents review by ROC and technical options to TSRE Board
- TSRE Board request further information from NSTOs if necessary
- TSRE Board decide on following criteria

CLASS A TALL SHIPS FORUM

CRITERIA FOR HOST PORT SELECTION (1)

In-port facilities, infrastructure and arrangements

- *Including, berthing area and general berthing plan, showing location, length of quay space and water depths; planned locations for crew lavatories/showers/Crew Centre*

Marketing of the event

- *Marketing and promotional plans to promote the event to the local community and nationally*

In-port programme and plans for community involvement

- *Including, social/sports/cultural programme for the trainee crews and ships' officers; plans for community involvement, including volunteers*

Provision of trainees

- *Provision and funding of trainees to sail in the race series*



CLASS A TALL SHIPS FORUM

CRITERIA FOR HOST PORT SELECTION (2)

Opportunities for large vessels income in port

- *Opportunities for Class A ships and other large vessels to generate income in port from corporate entertainment, day-sailing, other sources and benefits in kind.*

Support for and involvement in sail training for young people

- *The port's involvement, current or planned, to support and encourage sail training for young people year-round including sending trainees on race series in prior years.*

Race Course Planning

- *The port's location within the chosen sea area and its suitability to form part of a good race series. The frequency that the races have visited that port/country before and the forthcoming races and regattas that are planned to take place in that country.*



Any questions please?

