

1 ABOUT THE VENUE:

Club facilities (Toilettes, restaurant, etc...)



Launch facilities (ramp, access...)



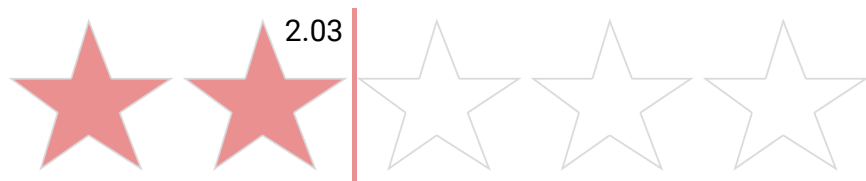
Boat parking conditions (easy access, space, etc...)



Water to washing



Coach boat parking and refueling system



Any comments or suggestions about the VENUE?

Only the restaurant was at a nice level, the other facilities not. The ramp was ridiculous, without the precious help from the volunteers would be impossible to launch the boats, and even with that it was a big mess and a lot of boats got damaged. There was no space to work in the boat barn and the whole venue was just not at the level.

We need a venue where ALL sailors and coaches can hide for the sun or the rain. I had to wait for a long time many times to be able to take my boat out of the water.

Boat park was very bad. Some boats were parked super far away and it was very tiring for some of us to get our boats across the gravel with the heavy trolleys

The venue was a very small space. Although it was well run, there were not enough ramps and enough space for 100 boats inside the marina.

It would be a good idea to use other yacht clubs nearby.

Maybe some prior research to launching

120 boats in a ... back yard...Pitiful!

Coach boat parking was ok. Refueling system no.

Launching situation, caused a lot of damage to boats

Too far away from a bus airport

Boat park being next to clay tennis court stained our sails!!

Someone should be coming out to these venues BEFORE we all arrive. Our boat park should not be in some gravel car park where it

is so hot and limited shading. The system for leaving the "boat park" I deem as unfair, given there was limited launching facilities being at the back of the park made the daily launch highly stressful even before getting out on the water. Not to mention that when that storm came in there wasn't the capacity to get people in fast and that in itself is HIGHLY dangerous.

THE RAMP HORRIBLE BUT THE BOYS EXTRAORDINARY

Bring coach boat gas to the venue during events!

I really liked mar del plata but there should be more attention to the time of the year the events are planned. It was high season, the costs were very high and under holidays

The ramp was not big enough, built not safely due to the height from sea level and the quality of the woods. Because of this the way back shore was dangerous (especially dangerous with some conditions). Not even close to the standard for that really important Olympic event. As a Coach I hadn't had the possibility to tank in the harbor, for training and racing days.

Must be more ramps. In warm countries like at this world's more shadow areas with ventilation.

Before to organize a WORLD CHAMPIONSHIP be sure that the club has a proper ramp and a proper boat park and the adequate space to host more than 100 boats.

More space for the boat park and a normal ramp.

I think a great benefit of the ILCA Class is being able to take major competitions to less mainstream venues and that is something that should absolutely be preserved for the overall benefit of the sailing community. I believe there will be some heavy feedback on the launching facilities but I think it's important to stress that these shortfalls were not the fault of hosting an event in Argentina - rather insufficient reconnaissance beforehand to assess options for smoother operation ahead of time (ie. if boats could have gone direct from the boatpark to the second ramp, the queue could have moved faster?) On the whole, I think the launching process was not a significant holdup at all thanks to the speedy work of the ramp marshalls, yacht club helpers etc. I seriously hope a portion of our entry fees went to them, as if not there then where??

Extra long D Flag not ideal

Coach boat fuelling - walking to gas station not ideal

Club should be working together in hosting of world events, was interesting that a club next door with better facilities.

Countries like Argentina, Mexico and many others in South, Central America face this difficulties to develop sailing, have the best infrastructure possible and can not compare to a first world country venue. It is just not possible. The event was held to its maximum effort and I truly appreciate it. Yes, the ramp could have been another story. Yes, the refueling for coach boats can always be more comfortable but we have had this in Europe too, having to bring our own fuel, having to park ribs in difficult and small areas, don't forget this!. Also ribs, yes they are small but it is super difficult to find better suited ribs in South America, that's how it is, this is what we have in our countries. So for me, yes, there was area of opportunity, specially having the other club with a bigger ramp and more space available which could have made things easier for launching and storing boats, but there is no drama or extreme complaints from my side like some of my coach colleges. Welcome to our reality...

A little more space will reduce stress levels around launching significantly. In general is refueling with jerrycans more polluting because of the spillover of fuel.

Coach didn't have fuel station, toilets were just few. Good thing we had water to refill our bottles. Boat park was horrible, trolleys were to low and the boats staying far away from entrance has difficulties to bring the boats as troller was hitting the stones. Dangerous to rig in the boat if windy and gate entrance were narrow depending on wind direction and strenght. Ramp boys were super helpfull and it made our launch easier and safer but ramp was very bad.

Better ramp and acces to boatpark, more space for lounging, better toilets and changing room facilities

Everyone knew what to expect, when the Worlds was hosted in South America, Mar del Plata. Given all the circumstances, the organizers did a good job in my opinion.

The venue was too small for a world championship.

Hi launching looked like it would be a mess. Local org pulled it together and sorted a good system.

I appreciate that it is great to host regattas in the South American region and that this may provide a few challenges with ribs and equipment. However it was disappointing to see the facility next door with a big slipway, cleaner toilets and lots of space not being used. A trolley/ wheel barrow system would have made for the fuelling of ribs a bit easier. Restaurant and team were great everytime we were there.

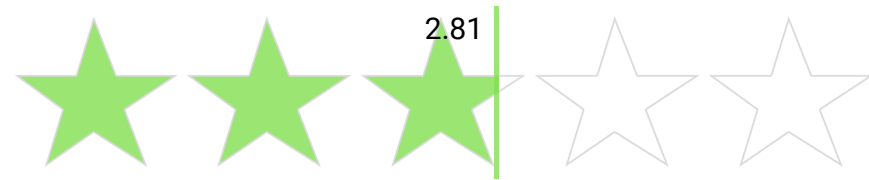
The ramp was a disaster (special thanks to volunteers), coach boat refueling "system" was not only pathetic but also dangerous. Should not be an option!

2 RACING MANAGEMENT

Starting Times in relation to weather



Ability to tow to start line



Delta Flag waiting time



Decisions about abandonments and thunderstorms



Starting line management



Pin boat





	Very Bad	Bad	Neutral	Good	Very Good	Responses	Weighted Average
Starting Times in relation to weather	3 (5%)	8 (13%)	21 (33%)	19 (30%)	12 (19%)	63	3.46 / 5
Ability to tow to start line	7 (11%)	17 (27%)	24 (38%)	11 (17%)	4 (6%)	63	2.81 / 5
Delta Flag waiting time	0 (0%)	4 (6%)	10 (16%)	29 (46%)	20 (32%)	63	4.03 / 5
Decisions about abandonments and thunderstorms	10 (16%)	18 (29%)	15 (24%)	14 (22%)	6 (10%)	63	2.81 / 5
Starting line management	4 (6%)	6 (10%)	15 (24%)	25 (40%)	13 (21%)	63	3.59 / 5
Pin boat	6 (10%)	8 (13%)	18 (29%)	19 (30%)	12 (19%)	63	3.37 / 5
							3.34 / 5



Any comments or suggestions about the RACING MANAGEMENT ?

When we use our stuff we always tow boats, the fact that we are not allowed only because are charter doesn't make sense. If you want to do that give the boat for free or not at full prize. The weather forecast was not working well in this conditions is better maybe to always try to start early and have a delay then waste time. The fact that we lost a morning because after 3 days the OA realized that the Bulgarian could not race is another sad story.

None

Often weren't allowed to tow out to the course

- think on days where it was forecasted that there might be thunderstorm in the afternoon, our start time should have been moved to earlier instead of keeping 12am start.

We had racing 1st day in heavy rain and thunderstorms. But I don't know why we didn't have last qualifying race which was in 3rd day. It was in no rain, no thunderstorms and even no clouds conditions. And 4rd day, we waited around 2 hours in good sailing constructions. It seems we could make a race efficientl.

Good in general terms, one misjudgement about a thunderstorm put extra pressure on the fleet and the race management!

NOT NORMAL SAIL THE FIRST AND SECOND DAY WITH A RAYS AND HEAVY RAIN AND THE THIRD DAY WITH 8 KNOTS AND SUNNY COME BACK TO THE PORT, WHEN THE FIRST TWO DAYS THE WEATHER SAY THERE WAS A HIGH PROBABILITY OF A STRONG STORM AND THE THIRD DAY ALL PARTS OF WEATHER SAY NO RAIN AND 100 BOATS ON THE CLUB WITH SUN AND THE BEST WIND ON THE WATER, THE SCHOOL SAILORS GOT OUT TO THE WATER WHEN THE WORLD CUP SAILORS RETURNED FOR THE "STORM"

Need better starting line equipment

For the amount of money we pay, we should be allow to tow more. The day we waited to go on the water for the Russian sailor

Issue was wasted as the sailable window was short. It was unprofessional to notice it and take care of it Half way through the regatta

Not really

We wait a lot on our first finals day because they have to remove a girl from the result. You realise this after 3 days?!? Outside was amazing conditions and we were inside not understanding what was going on.

Put the first start earlier than 1pm when we are late to the program.

I understand the weather presented significant challenges and thunderstorms can be difficult to predict but the overreaction to the "thunderstorm" on day 3 seemed like a bit of a hasty call and caused unnecessary chaos to the schedule. If neither end of the line can anchor without dragging and is unable to reset, I think starting a race is very ambitious - particularly if the fleet can barely lay said line on starboard. World Championship standard should not mean catching up to the schedule comes at the cost of fair racing.

Was disappointing that the last day of qualifying was cut short becoz of a thunderstorm, really rough on sailors who are on the cusp of qualifying.

regattas in places where the start is closer to the harbour

The conditions were challenging to the PRO and racing management in general for sure. The pin boat on my point of view was not a vessel that facilitated the maneuvers and complicated timing on moving the line fast enough. This originated delays and compromised racing and quality.

The decisions around thunderstorms are challenging to make, but we were quite in the extremes this time. Pushing it far one day, canceling very early the other day.

RC committee decision were not good according to the weather. Some days RC put us in danger cause stromwas next to us and other days they didn't evaluate the situation to send us home after only one race has been done. It was countries qualification and

one race could change a lot. The cloud was moving away and it was not dangerous at all but they send us home despite the other days they put us in danger. Really bad decision making. Starting line in the last days were really bad cause we were not able make the pin and people should have started on port. They didn't let us to tow last day and we have to sail 1 hour upwind even if there was not windy at all.

More taking into account local weatherforecast, could have prevented some difficult days by starting earlier

It's always hard to judge on safety decisions. It can go either way. Guess we have been very lucky one day and to call it off the other day is a decision we always must accept!!! Otherwise we end up in a Drama one day. Made their life harder than necessary with that Pin boat. Some rubber boat will do the job as well and is easier to maneuver.

I don't think Racing Management was necessarily bad but the equipment they had to deal with made it challenging.

Race committee need to be at venue earlier to make sure the committee vessels are equipped properly. The pin boat was a disaster!

All in all good work. Weather is always tricky to manage.

I thought that the regatta was managed very professionally throughout a very challenging week of weather. The metrology advice on storms seemed in accurate. However I don't believe it was an easy week to predict the storms and the RC did a great job of getting good quality racing completed each day (except silver fleet last race).

Surprisingly BAD management by Hugues. Started race with 2kts of wind, started race with 20 degrees pin bias... very inconsistent with abandonment decisions.

3 THE JURY

How was the Jury wash from rib position



Rule 42 calls downwind & reach



Rule 42 at the Start



	Poor	Fair	Neutral	Good	Excellent	Responses	Weighted Average
How was the Jury wash from rib position	16 (25%)	10 (16%)	19 (30%)	13 (21%)	5 (8%)	63	2.7 / 5
Rule 42 calls downwind & reach	6 (10%)	7 (11%)	23 (37%)	19 (30%)	8 (13%)	63	3.25 / 5
Rule 42 at the Start	2 (3%)	5 (8%)	27 (43%)	21 (33%)	8 (13%)	63	3.44 / 5
							3.13 / 5



Any comments or suggestions about THE JURY ?

I had a difference between the yellow flag I had on the water and what was written on the Rules 42 board, regarding the leg I got it and also the reasons I got it. Jurys were also hard to find after the race in order to understand why you were flagged.

- i got a penalty for rocking on the day where we had big crossed swell + chop on top of it from different directions. At that point, the boat was rocking regardless of what i was doing so i felt like it was really given unfairly considering the conditions. Would've been less surprised to get a flag for pumping but rocking was totally wrong.

Jury needs to be more careful about undertow.

I dont understand why the jury has to be in front of the fleet on upwind. They make too many waves for us.

The jury was always driving near/ in front or between boats causing a lot of extra waves.

Continued need to keep raising attention to jury wake and cutting in front of competitors during racing. Shows lack of awareness and ability to understand and Judge rule 42

The wash was appalling and they would sit in front of the lead boats, getting in the way. instead of slowing or stopping on downwind if they got in the way they would accelerate and create unacceptable wash

The jury were often driving fast and causing wake unnecessarily between competitors on the racecourse, sometimes for long stretches on reach or downwind which would affect the sailors ability to sail the conditions.

The positioning of the Jury was just disgraceful. they did adapt during the regatta, but this isn't really a learn-on-the-job type of thing. I had multiple races where the Jury were a literal road block and I can't tack or sail around to avoid.

Waves very big and not use so much the rule when the people deserved it

The jury should be more attentive of where it is in the racing area. Sometimes they pass in front of you without even noticing.

Not really.

No consistency with other World Cup events

Good job

The Jury wash was quite bad early in the week. That being said, the jury boat positioning did improve after it was brought up in the coaches meetings. I think the calls that were made were fair enough (I deserved my yellow flag) but could have been more consistent and the positioning could have varied a little more.

This needs to be taken care off. Jury sometimes stays too close and / or in front of athletes affecting not only their speed through wash but also distraction and visibility. This happened to my athlete on a race coming out of the gate back to the upwind and the jury was driving a fair amount of time very close, in front of her and to windward affecting her sailing. Sometimes the decision of affecting athletes at the top of the fleet is the worry but it also is not fair not to take care of athletes in mid fleet or someone who is not having a good race. All athletes deserve the same respect.

Jury were profesional

NO MOVING THROUGH THE FLEET AND CREATING WAVES

I guess it's more than time that we need to understand again what the aim of the calls for the jury is, what are their focus points? Like we had back in the day before each big event..., that gave some clarity on the policy the jury was following. Unfortunately none of the judges from those old days is there anymore, so the jury needs to teach their point of view again.

Jury need to be taught where to position there boats to minimize wake.

Jury shall always try to be invincible with regards to wake. Rule 42 calls over 14 knots very debatable

Jury was CONTINUOUSLY disturbing sailors with their wash even after being repeatedly asked by coaches at morning meetings!

4 ILCA EVENT ORGANIZATION:

Race Committee / PRO



Measurement officials



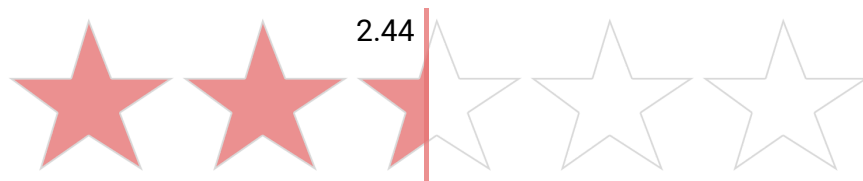
ILCA representative



Jury chairman



Equipment supplier



* How was the quality of supplied equipment ?





	Poor	Fair	Neutral	Good	Excellent	Responses	Weighted Average
Race Committee / PRO	2 (3%)	5 (8%)	15 (24%)	30 (48%)	11 (17%)	63	3.68 / 5
Measurement officials	0 (0%)	3 (5%)	11 (17%)	30 (48%)	19 (30%)	63	4.03 / 5
ILCA representative	4 (6%)	8 (13%)	15 (24%)	24 (38%)	12 (19%)	63	3.51 / 5
Jury chairman	4 (6%)	7 (11%)	29 (46%)	14 (22%)	9 (14%)	63	3.27 / 5
Equipment supplier	22 (35%)	11 (17%)	16 (25%)	8 (13%)	6 (10%)	63	2.44 / 5
* How was the quality of supplied equipment ?	40 (63%)	13 (21%)	7 (11%)	3 (5%)	0 (0%)	63	1.57 / 5
							3.08 / 5

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Any comments or suggestions about ILCA EVENT ORGANIZATION:

We had the chance to complain but not to fix problem. We knew from the beginning that we could have problems with the ramp, boats but it was impossible to change it. ILCA should better check the venue before and invest for the athletes.

The dollies were one of the worst i've ever used. I injured my back on the second day of the event and I know it's also related to:

- The time I've spend in the line holding my boat waiting to launch
- The dollies blocking on the rocks of the boat park
- The stiffnes of the venue and the lanching conditions.

Many many issues with the boats, had to pick through bend and scratched foils and many boats were leaking. I lost a day of training due to the main sheet block coming out due to the boat manufacturing issues. The boats were also leaking.

We pay the same prices for charter boats at each worlds but the quality varies.

Would be helpful if the ILCA rep and/or race officer can be earlier at the venue. The sailors are there well in advance, but the organisers arrive late and have to 'repair' all kind of issues with equipment, facilities etc..

Think it was not ok that none of the ILCA representatives were present when the equipment was given.

Equipment was being swapped by everyone, picking which centerboard/rudder, hull they wanted. No fair system of allocation and not neutral as it was definitely better to be early and still have lots of choices.

I don't know why the supplied stuff doesn't pass the inspection. Can the organization supply us inspected stuff?

Unacceptable quality of boats(screws that had to be changed but there was no official notice on the board about it), cleats that were not working properly, booms were the shackles were bigger and blocks were getting blocked in strong wind conditions, boats that leaked, and on top of all we didn't have anybody to tell us before about it all leaving us without much time to react. What if someone was arriving late and couldnt afford to be a week before the event?! Last but not least it was unfair by the organizing authority to give a redress in a boat for failing equipment, since on the first place it was their responsibility to inform ALL sailors about the failing screws, while it was written in the NOR that there will be no redress given for failing equipment.

Charter boat builder, equipment failures impacting races very poor. We spend thousands of dollars for world class standards and do not see one bit where our money is actually going into event organising?? ILCA are so far behind in event media coverage compare to other Olympic classes, the bare minimum should be having tracking available for supporters back home.

Those boats were appalling. How on earth have we been charged the same as the ILCA 7 for boats that were sub standard and caused result changes.

Kit was poor - foils were bent, deck cleats didn't work - unacceptable for a World Championship

Better quality control of equipment would prevent much troubles and cases like we faced in this event. Namely the cleats, screws and masts.

You talk about been sustainable and affordable but the amount of money I spent getting to this location and then the Charter fee, outrageous. If I was chartering an E6, devoti etc. I would still be cross with the amount of money but at least I know that EVERYTHING WORKS!

It is not possible to pay €1000 and have the rudder hardware placed incorrectly and the repair consists of washers with plastic bottles. Well, they fixed any damage to the boat, centreboard, rudder during the championship, cost? I don't know, I didn't have anything.

It was an unfair event equipment-wise. They give you the possibility to choose the foils so the first to arrive had the best equipment and what was left was very low quality and bent. My boat was provided without cover on. It was dirty with leaves inside and birds poop on the bow. Not to mention that The time was way too close to holidays which made the prices very high to reach the sailing venue.

The charter is way too expensive. The worlds entry fee is over 2.000\$ now

Please check the equipment before the events. Negligence mustn't be part of the professional game. Builders are making boats also n the name of ILCA, both are responsible.

Equipment should be checked before the event in terms of class rules and quality so that sailors have equipment that is top level

It's a shame to have sailed with that equipment. Especially in a such important regatta that can compromise Olympic qualification!!!! Unacceptable that I was every day to fix something, unacceptable that someone lost a race because something broke, unacceptable that we have to go out at 9:30 and they start to fix 6 centerboards (that was the from the day before) at 9:15 (I launched late!). Worse world championship ever!

Keep the medal race but maybe not the last race for the other.

I think the opportunity to express concerns at the venue was there however often there were no solutions available - perhaps an ilca representative could have visited the venue/builder ahead of time and mitigated some of the issues experienced?

Need more visits to venue to ensure that they are delivering what was promised.

At Worlds in Holland we had a boat that leaked excessively, solution from the dealer was to put vaseline on the plug! The real problem was a crack inside the mast step and it took us 4 days to get our request to change hull approved. We had a shit event in 2023 sailing a full day with a boat full of water. This year in Argentina, straps were coming off and we also had a leak problem which also the recommendation was to put vaseline on the plug! The quality of the equipment needs to be addressed. It is an expensive cost to charter and not fair at all to have this stress before racing or during racing about quality and equality on boats along different countries or athletes. It is Extremely important to respect all athletes the same way.

It is important to have events all around the World. Hopefully the event will lead to equipment improvement for the South American sailors

Medalrace in the harbor, so people can follow it. More broadcasting, gps tracking, interviews, videos etc around the event launching worldwide. We can show more exposure, we've had great sailing conditions.

Organise a regattas better timing of the year. Improve quality of supplied boats.

Please avoid at all cost the first come , first served with the supplied materials , boat must be dealt in complete packages , with no chance of changes , unless the material it's faulty.

Decent charter boats are a MUST, they were good with changing equipment and helping out to change things but this shouldn't be an issue in the first place..

Again, given where we were, I guess it was okay. That one redress should not have been given. The boat was sailed for over a week before anything broke, so time enough to check for yourself and everyone knew that you could have had new screws. You also as a sailor and coach have a responsibility for your chartered material!

Equipment was not the same for everyone. Too many issues , centerboards , cleats, leaking boats , hiking strap

A lot of talk about equipment and in the end no big issues. Move on.

no

5 FOR FUTURE EVENTS

GPS trackers



Live broadcasts for races and medal race



Paid jury members (today they work for "free")



Should Men and Women senior worlds be held at same venue back-to-back ?



Should ILCA keep doing Medal Race on future World championships (now only used for Olympic qualifier events)





	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Responses	Weighted Average
GPS trackers	1 (2%)	0 (0%)	5 (8%)	11 (17%)	46 (73%)	63	4.6 / 5
Live broadcasts for races and medal race	2 (3%)	0 (0%)	11 (17%)	14 (22%)	36 (57%)	63	4.3 / 5
Paid jury members (today they work for "free")	3 (5%)	6 (10%)	20 (32%)	17 (27%)	17 (27%)	63	3.62 / 5
Should Men and Women senior worlds be held at same venue back-to-back ?	2 (3%)	1 (2%)	7 (11%)	7 (11%)	46 (73%)	63	4.49 / 5
Should ILCA keep doing Medal Race on future World championships (now only used for Olympic qualifier events)	4 (6%)	7 (11%)	10 (16%)	9 (14%)	33 (52%)	63	3.95 / 5
							4.19 / 5

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Any comments or suggestions for FUTURE EVENTS?

Better check the venue before. Better check the equipment before to apply ILCA name on it (the cleat of that boat are a joke). Invests in communication, advertisement and create content for the athletes. ILCA is the biggest class in the world and all the other Olympic classes like IQFOIL or NACRA are doing everything at another level!!!

My only statement is that all the mens are strongly satisfied of their world championship organization, they didn't have to miss christmas at home and travel on holiday time, they had grass on their boat park and not rocks, they had E6 boats and not RioTecn boat we have never seen / sailed with before.

Think priority should be for juries. Make sure they are more constant from one event to the other. Broadcasting is unrealistic but tracking would already be a good start.

Having ILCA 7 and ILCA 6 events back to back would be the smartest and most cost-efficient option for everybody and especially the boat builders. The ILCA market is flooded right now with all the new charter boats and they are making big losses.

About the medal race : 100% should stay like this for the future.

I don't agree Medal race in ILCA World because after 10 races, mostly it is already big gap between each sailors. I would be excited if the winner is determined by the results of the medal race. But it's not fun to watch a medal race where there's already a point difference.

I agree that if men and women can do the regatta in same venue. Because the federation doesn't need to sent the coach 2 times (or if it's same date, doesn't need to sent 2 persons). And suppliers don't need to logistic 2 places. But we need each boat, not the boat which boys used.

Consistency and logistics, very expensive for 1 event given the time of year in Argentina (or anywhere) many people had to miss holidays and limited time with family. Yet the boys get a reasonable time of year and good equipment ?

When you publish something in the notice of race stick to it

Obviously tracking would be great and a consistent jury would be great but our entry fees are already very high and would start to

prevent people from attending if they go higher, especially having to charter on top. Medal races are great for those involved but it takes away opportunities for those not in it and we've all paid the same. We already have medal races at world cups so its nice not to here. Racing in the same venue as the ILCA 7 is much better because it reduces team costs and makes life so much easier

Save money and hold us at the same venue, seems like the boys always get the good ones.

I think that paying €500 for each sailor is good to have GPS, TV, jury members with a salary...a regatta is not about making money, it has always been said that championships cost money. They have to seek help from governments, cities and sponsors that make them cover all the costs.

I do think training the medal race for the top sailors is a good idea but I don't like that all the other people sail one race less and the 11th race the best result starts from 11th.

fair boats and equipment for everyone is required as the most important thing! Safety and controlled maintenance of the ramp is a must.

Live broadcast would be great but the reality is that it is very expensive. Gos tracking and fast results updates would be a good start.

We pay a lot for charter and entry comparing to the services that we had. So I think that we can have all the improvements without paying even more!

About the price of the event, maybe put the date of the championship at the moment with low price for accommodation, flight.... It was a very very expensive championship and spent so much money for only 2 weeks at the beginning of the season it's very not easy.

Rent the rib, rent the ilca, pay the flight, the accommodation, the bus or taxi, pay the overweight because we rent the boat, I don't know If you imagine how much is it but it's a lot a lot.

Other Olympic classes have tracking as a non negotiable and live coverage as standard, as the most popular Olympic class of all, the ILCA should follow suit

the ILCA's should follow suit.

Depends on where it is - But it does even the playing field, when all equipment is provided. Maybe supply spars??? Need to think about the costs ie: if have to fly in foils, spars etc to Argentina (I'm not sure)

Medalrace in harbor or close to beach, things are mentioned above, gps tracking, broadcasting, interviews etc.

There is a need for better coverage on water, trsckers during at least the finals, live video during medalrace or last days, the class will never gain popularity if people can't follow racing

We should really think about the obligated chartering. These days, with all the different boat builders on the market it will get more and more complicated to make it „fair“ to everyone with supplied equipment.

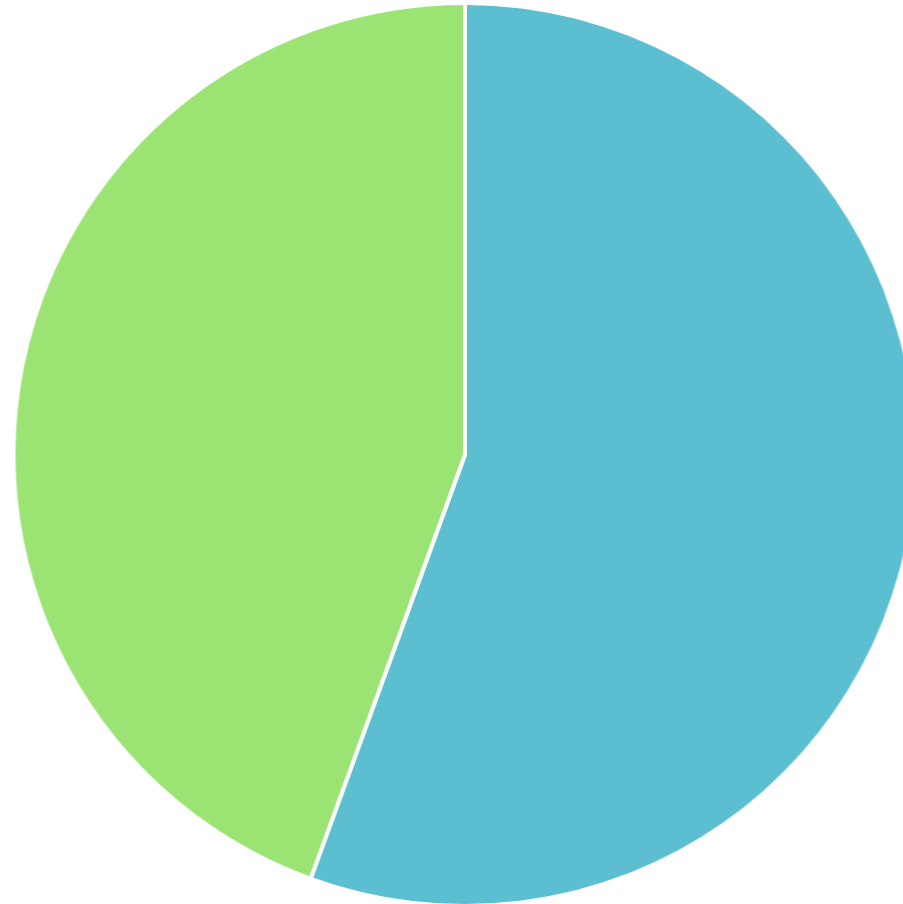
ILCA should consider better dates for their major Championships (Worlds and Euros). For example, why was this event held in the first week of January instead of a couple of weeks later like the Men's Worlds dates? It is most likely one of the most expensive time of the year being Christmas/New Years holidays and a very popular holiday destination.

Restricting entry's in all avenues and pathways. Country should only be allowed to send max 2-3 sailors in any division, class etc.

As a small nation coach. I would fully appreciate the Ilca 6 and 7 regattas being held same venue. In order for us to be somewhat competitive in terms of our programme, we need to combine resources of for both Ilca 6 and 7. Travelling to Adelaide after coaching the Worlds in Argentina is likely going to compromise my coaching delivery. This is a shame as the Ilca 7 worlds is a country qualifier for the Olympics and a very important event for my Ilca 7 sailor. This is not a problem that many of the other teams seem to have..

no

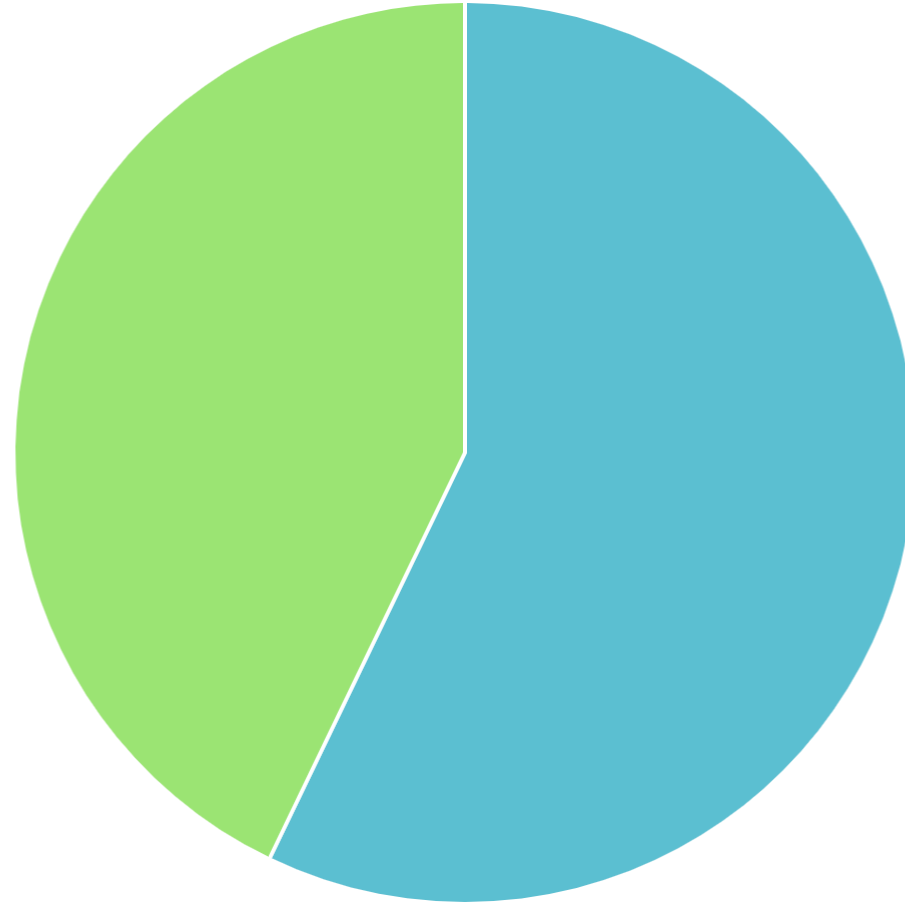
6 Would you like to have the possibility of using your own material - Boat, spars and foils - instead of being obliged to use supplied equipment ?



56% (35)
Yes

44% (28)
No

7 Would you like to have the OSCAR FLAG after a certain amount of wind (TBD) as a class rule ?



57% (36)
Yes

43% (27)
No