

Qualification in EC 2017

Safety first!

Background

It is known that large fleets in ice yacht racing are dangerous. In order to avoid this risk the number of yachts in a championship may be limited to yachts having a certain ranking. This ranking is typically based on results in several races during the season.

If participation is not limited, the danger of large fleets can be handled by laying out large race courses, thus spreading the yachts over a larger area. Another method is to split the starting field into several, smaller fleets.

In the larger DN class both methods have been practised, in Monotype racing only the first method, laying large race courses, has been used. Depending on where the regatta will be held, this method may be difficult to apply due to limited ice area.

Monotype EC 2017

There are currently 36 participants registered for the European Championship in 2017. As one of the key objectives of this year's regatta is to focus on safety, we want to take a decision on how to avoid danger in a large fleet of Monotypes. We are also concerned that there seem to be a large number of unexperienced sailors this year.

Hence, we propose the following line of action:

If the number of participating Monotypes in a competition exceeds what the Race Manager considers as safe, a division into two fleets will be necessary. The Race Manager will base his decision on several factors, e.g. available ice area and size of the course, actual and forecasted wind speed and ice conditions. If the conditions in general are poor, the maximum number of participants on the starting line may be limited to as little as 20 Monotypes. Given excellent conditions there may be room for up to 30 starting Monotypes in a race.

The decision will be taken by the Race Manager and will be valid for all races of a certain competition, e.g. the European Championship.

Principles of qualification

The division into an A fleet and a B fleet is done by means of three qualification races. The method for qualification will be the same for European Championship, Baltic Cup and European Cup. The Race Manager will decide how many Monotypes that are allowed to start in the A fleet. The number is called "A".

If the Champion from the previous Championship is participating his or hers Monotype is directly qualified to the A fleet. The Champion Monotype is then not allowed to start in the qualification races.

The First and Second qualification races shall not be counted as races in the competition. The Third qualification race is counted as one race in the B fleet.

First qualification race

Based on a lottery half of the registered Monotypes are selected to start. The first $(\frac{A}{2} - 2)$ Monotypes in the race are directly qualified to the A fleet.

Second qualification race

The remaining registered Monotypes are allowed to start. The first $(\frac{A}{2} - 2)$ are directly qualified to the A fleet.

Third qualification race

All Monotypes that not already are qualified for the A fleet can start. The first 4 are qualified for the A fleet, if the Champion is registered the first 3 are qualified for the A fleet. The rest of the Monotypes have just finished the first heat of the B fleet with number 5 (or 4 if the Champion registered) as the winner, number 6 (5) as second and so on.

For example:

36 registered Monotypes, including Champion from last year A = 24	18 Monotypes starting in the First qualification race, the first 10 are qualified to the A fleet 17 Monotypes starting in the Second qualification race, the first 10 are qualified to the A fleet 15 Monotypes starting in the Third qualification race, first 3 are qualified to the A fleet
28 registered Monotypes, no Champion A = 20	14 Monotypes starting in the First qualification race, the first 8 are qualified to the A fleet 14 Monotypes starting in the Second qualification race, the first 8 are qualified to the A fleet 12 Monotypes starting in the Third qualification race, first 4 are qualified to the A fleet

After the three qualification races there will be no more changes to the lists of participants of the A fleet and the B fleet.

After the qualification the Race Manager will run as many races in the A-fleet and the B-fleet as possible. The A-fleet will be given reasonable priority until 3 A-fleet races have been sailed. When both fleets have sailed 3 races the Race Manager will alternate races between A and B fleet.