

Boats and Safety Report- December 1, 2018

1. **Proposal** to Amend the Class Rules for the Collegiate Dinghy to limit rake in order to decrease the likelihood for head injuries by competitors at New England venues.

Part One-The words chosen are in response to coaches’ input on easily identifiable equipment. It is also critical point out that there would be no penalty for a host school’s equipment to be out of compliance. This is only a ‘recommended guideline’. The bottom of the boom and the top of the transom are easily identifiable. The rig tension is moderate and certainly not cranked. By selecting the Class Rules of the Collegiate Dinghy we do not affect the Laser sailing nor the keelboats. The Fireflies and Larks easily comply with this restriction.

Part two- This proposal of having a minimum distance of 22” between the bottom of the boom and the transom of the boat can be easily complied with by all NEISA hosts at zero expense. Whether your school has gold standard or blue ribbon sails or anything else, this is an easily achieved safety measure for all schools to comply with. MIT and Harvard boats were measured with both Blue Ribbon North Sails and Gold Standard North Sails. Boats are manufactured by LP and Whitecap Composites.

School	Boat	builder	Rake	tension	stamaster/pin setting	boom to stern top- Gold Standard	boom to stern top- Blue Ribbon
MIT	FJ	whitecaps	20'3.75"	~250	4.5	26.5"	30.75"
MIT	420	whitecaps	20'9"	~250	5.5	29"	32"
Harvard	FJ	LP		~250		22.75"	(assume +3"
Harvard	z420	LP		~250		24.75"	? (assume + 3")

Actual wording of proposal is as follows:

The Collegiate Dinghy Class Rules shall have the following sentence added as Paragraph 6.5.2

A **recommended policy** of all NEISA host schools to restrict the rake of the mast while conducting races to reduce the likelihood of head injuries. The bottom of the boom with the outhaul tensioned snugly shall not be closer than 22” under minimal load from the top of the transom. The sidestays shall have a tension of approximately 250 lbs (29 on a Loos tension gauge) when measuring the distance.

2. Discussion Topic Only- No legislation proposed at this time

Do we need guidelines in NEISA for hosting events in cold weather? In early and middle spring we had a number of extremely cold weekends as well as at the tail end of the fall. It seems apparent that the host school might prefer some guidance and we might consider adding responsibilities to whomever is chosen to be the neisa or isca rep at an event. Other sports, conferences, and institutions and athletic training organizations have adopted and published their guidelines. It might be appropriate for College Sailing to adopt our own.

Some examples of these are as follows-

Example 1- Not necessarily the temps/restrictions we would want but good layout for ours. This is a high school [athletic conference guidelines](#).

Example 2- These are [guidelines](#) produced by Muhlenberg College located in Allentown, PA.

By discussing, writing and voting to adopt college sailing guidelines, we might remove emotion and add impartiality in the clearly questionable situations where sailing is often a tenuous situation. These guidelines might provide protection if we have a cold-weather related injury and one has to answer questions about our standards in these situations.

Let's consider various circumstances which relate to making an informed decision about sailboat racing and not jeopardizing the health and safety of competitors.

1. [Wind chill](#)- This is a [formula](#) which describes temperature along with wind to determine a condition that is relative to what the sailors feel on exposed skin.
2. Precipitation- Rainy and cold conditions are an additional factor in comfort as it effects the dryness of competitors.
3. Sunlight- It certainly changes temperament and comfort on a cloudy day vs a sunshine day and more recently we have encountered races being hosted after sunset.
4. Facilities- Does the host provide a heated facility for sailors to warm back up after sailing in tenuous conditions?
5. Efficiency in Race Management- Time waiting for breeze, course adjustments, fixing boats, or delaying a start while another division continues racing, should possibly be restricted and limited more in colder conditions.

Wind chill might be used for describing conditions when racing might be considered dangerous and other protocols need to be adhered to.

We are not trying to set firm rules and conditions for hosting in place. Rather by having guidelines, we might acknowledge what we think are safe conditions to host and manage sailboat races. Let's take the subjectivity out of these situations.

Respectfully submitted,

Franny Charles, Boats and Safety Coordinator for NEISA