

Evaluation of the Europa Cup Series 2010

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Let us start with the quantitative assessment of the 2010 Europa Cup series.

Participation data for 2010

1536 sailors from 50 countries participated in the 13 EC events so far in 2010, the overall participation for the 3 rigs combined is 2229. Two new events this year HUN and NOR were added to the series.

Table 1: 2010 participation

Participants Head-count	FR A	SUI	ITA	NE D	GE R	BE L	AU T	PO L	HU N	NO R	DE N	PO R	ES P	Overall participation
L4.7: 435	139	50	136	16	65	4	20	43	25	11	6	20	71	606
Rad: 714	275	75	192	78	143	49	50	54	29	24	37	20	56	1082
Std: 387	99	41	140	21	67	17	32	25	19	12	16	17	35	541
total: 1536	513	166	468	115	275	70	102	122	73	47	59	57	162	2229

The average event number per sailor is 1.5 - that is, each sailor, on average, participated in 1.5 regattae (range 1-7).

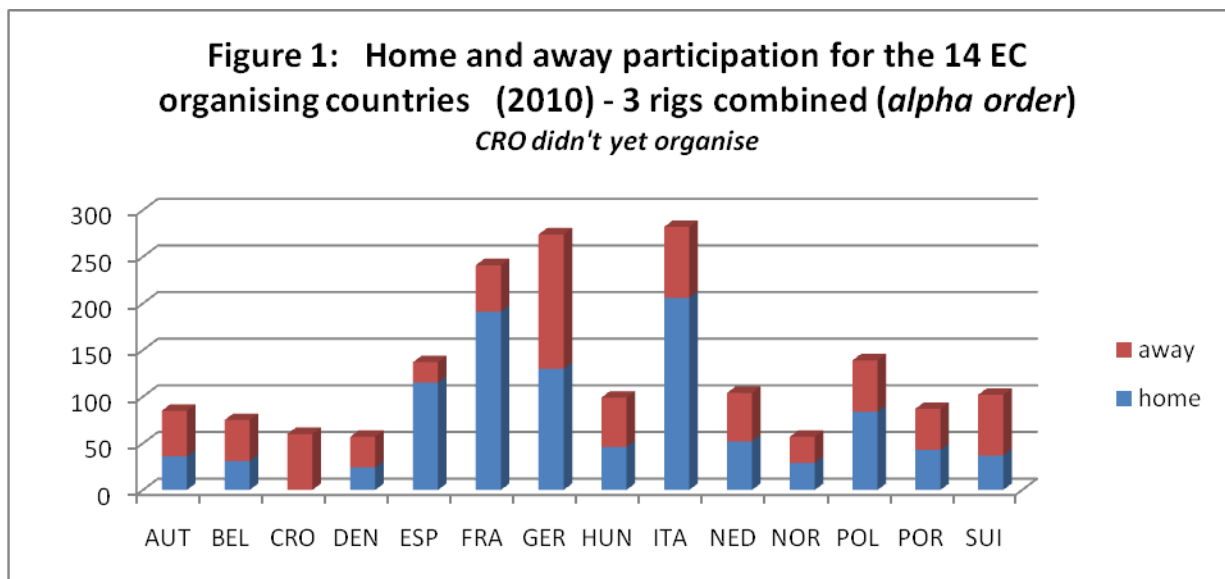


Figure 1 shows how the participation data is broken down for the Europa Cup organizing countries, per event.

Trends up to 2010

Table 2:

PARTICIPATION 1998-2010 *For CRO 2010 the previous year's (2009) data is used

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
L4.7	-	23	36	77	86	157	227	293	286	413	490	532	667
Rad	270	413	504	599	550	584	641	755	768	821	884	910	1119
St	531	402	526	530	542	591	523	564	459	539	452	535	565
	801	838	1066	1206	1178	1332	1391	1612	1513	1773	1826	1977	2351
No of EC events	6	6	7	7	7	8	9	9	8	10	10	12	14

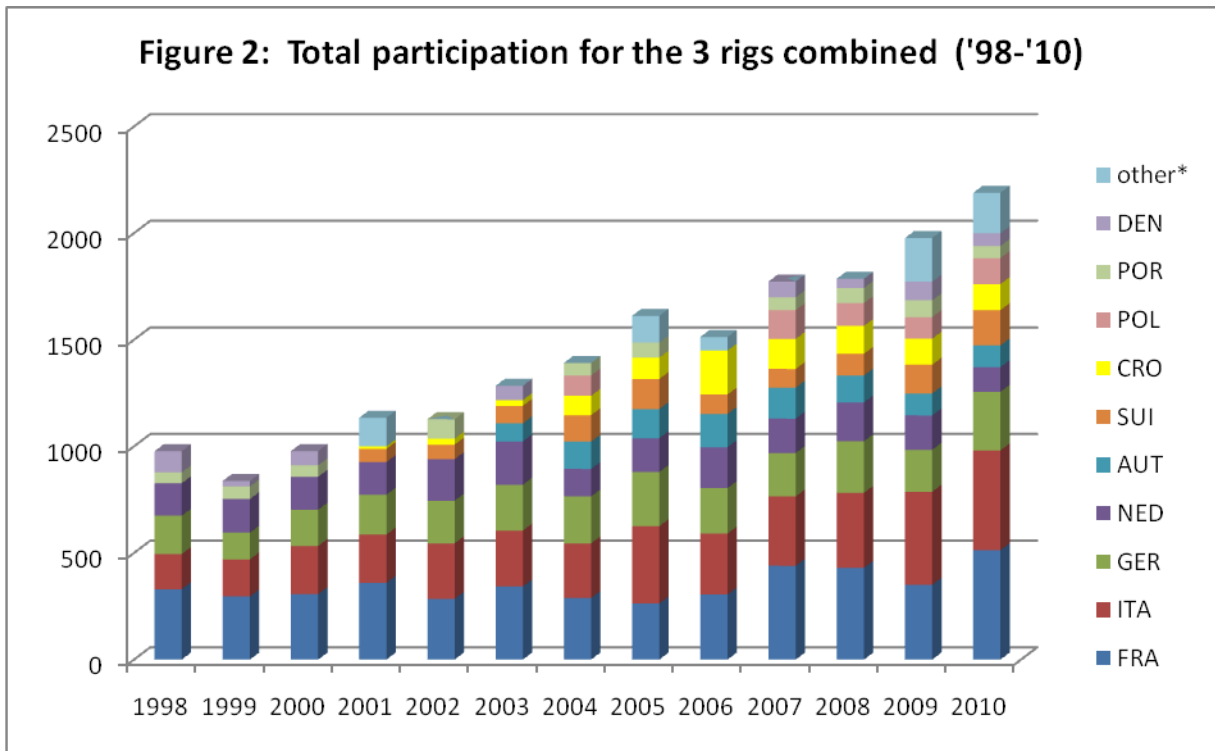


Figure 3: Laser 4.7 aggregate participation for each event (1999-'10)

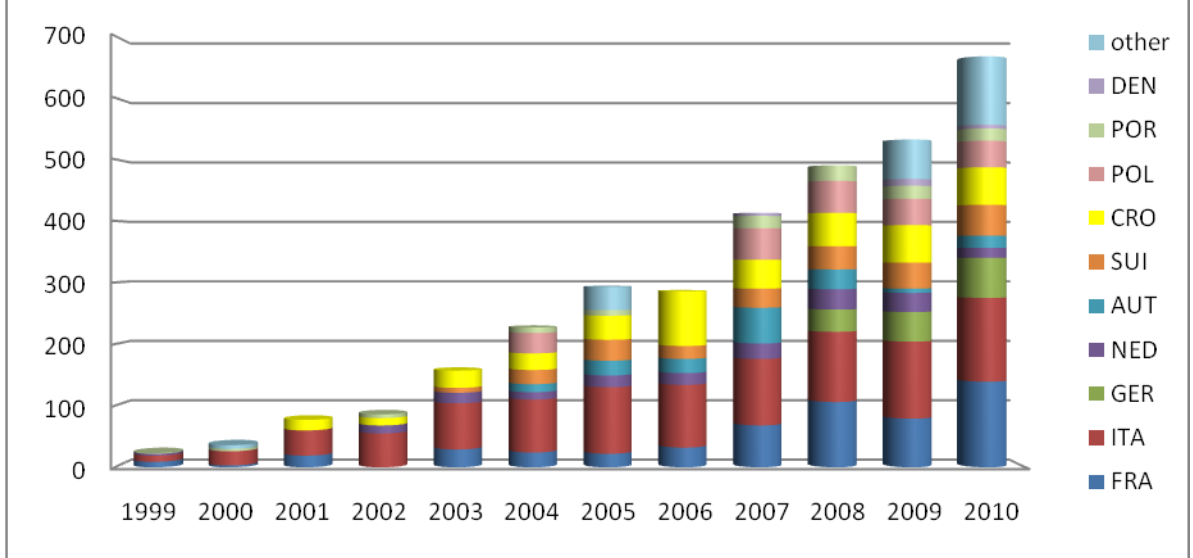
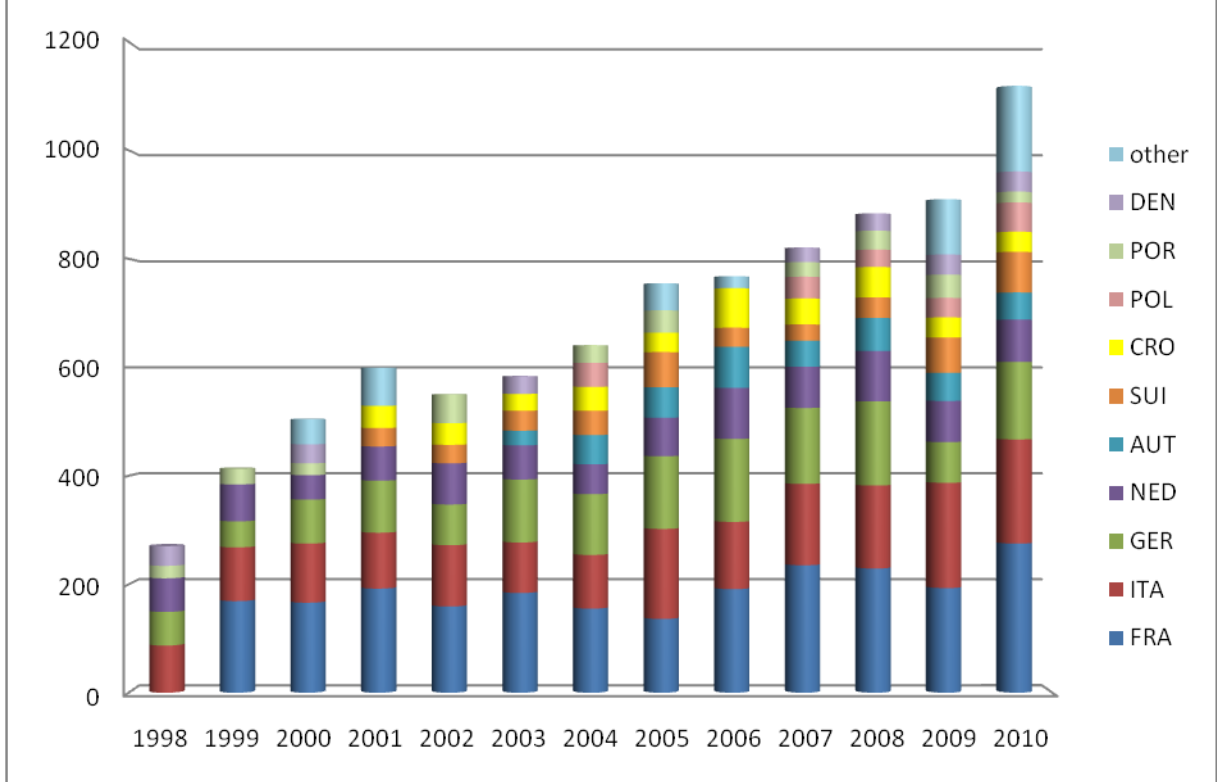
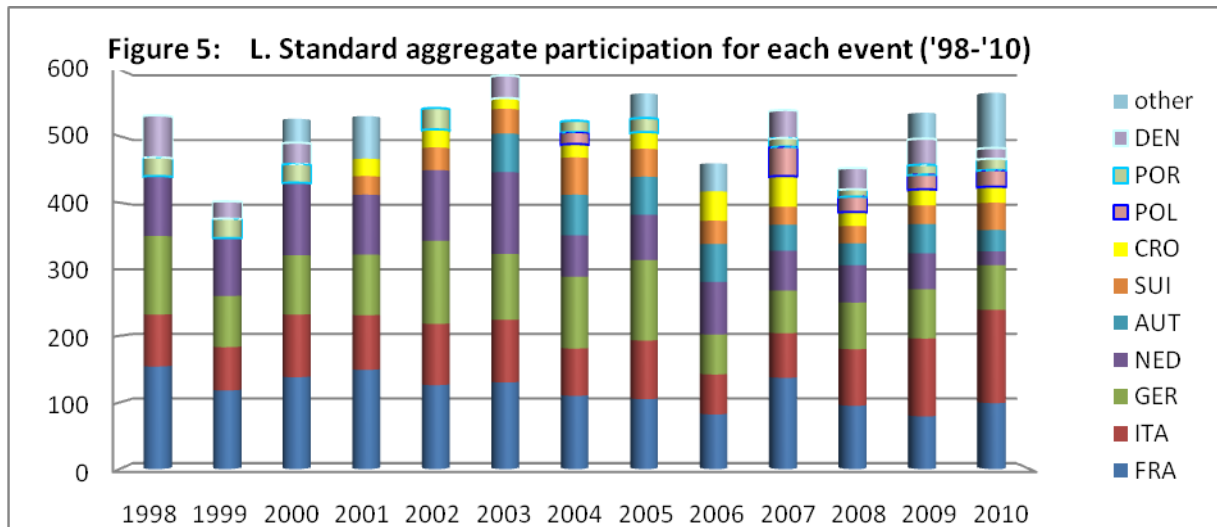


Figure 4: Radial aggregate participation for each event (1998-2010)





Other = BEL, ESP, HUN, NOR events

From the above tables and figures it can be seen clearly that there is a steady increase in the participation numbers overall, and for both the L4.7 and the Radial rigs. On the other hand, the Standard rig participation data has been stationary for a while, but this is to be expected as most standard sailors are stepping up to the World Cup series, winding down their international participation or leaving all together the class.

Overall, in light of the above figures, it is fair to say that the Europa Cup series is a continuous success story.

Problems and difficulties

Let us now summarize the main problems experienced during this season.

1. Sailing Instructions. The main problem with the Sailing Instructions was their enforcement. The usual way to go around the standard EC-SI was to amend them on the Notice Board. Some of these changes were approved by ILCA as they were based on legitimate requests (say special local conditions, requirements, etc.), but many were not. Some clubs had problems with setting a trapezoid course, while others could not or did not want to use the SI L4.7 course. There was also quite a mix about use and interpretation of the starting rules & procedures (I flag, P flag, individual recall, etc.).
2. Fair Sailing Conditions. The main problem in this area was that organizing clubs have the natural tendency to push for racing even when conditions are not suitable. Often it was hard to enforce the [5 knots – 25 knots] rule of thumb, especially on the lower end of the brackets. The worst case was when a Principal Race Officer started a race in 4 knots of breeze and 1.5-2 knots of current. Most of the fleet could not even make it to the top mark on the first

leg, and still the race was completed. Perhaps here the ILCA representative should have more authority than currently, when he/she can only advise the race officers what to do or not to do. The ILCA representative should be able to stop (not to allow to start) a race when conditions are clearly not suitable for fair racing/sailing.

3. Web-site & Information Flow. Although we have clearly set standards about how a Europa Cup event web site should look like, what information it should display and when (Guidelines for Web-Based Communication for EC and EMS Hosts), many clubs do not comply with them at the detriment of the participants, relatives and ultimately the Class. Again the problem is that the European Executive has little power to enforce these requirements.
4. Jury and Race Committee. In some instances the Principal Race Officer(s) of the Europa Cup regattas did not have enough experience in running such an event. Some minimum standards should be set clearly in this area. The same goes for the Jury. In most cases the international juries did a great job, but in some instances they were inactive, and/or did not have enough experience in the interpretation of rule 42, etc. Here clearly ILCA should define more precisely the level of the jury.
5. Event-site 1. In some instances the site of the regatta could not handle the number of competitors and other participants. There was not enough space, parking space and/or rest and changing rooms etc. Although we all know that it is quite difficult for the organizers to get this right, but some more attention to this should be devoted when evaluating the bids to host EC events.
6. Event-site 2. Some events are just too small as far as the number of participants are concerned. In these instances it would be very much desirable to have a kind of regional cooperation to host EC events, with perhaps yearly alternating location(s). It would be nice to start this system, say for example, in the Scandinavian region,
7. Social Events and Prizes. In this area there were two types of problems. In some regattas the social events did not take into account that the participants are mostly kids and not adults (say, for example, that alcoholic drink should not be served, etc.). Also, the organizers of some Europa Cup events gave out prizes, well to say it politely, not up to the quality standards that both the competitors and ILCA would like to see. Some of the biggest EC events (of course not all of them in any way) were the most tight-fisted as far as quality and quantity of the prizes are concerned.