

## ISAF Equipment & Events Committee Working Party

### Regulations 18 & 26 – ISAF Classes & Events

ISAF recognises and provides services to a wide range of classes and equipment – from kiteboard to Maxi. These services include promotion, technical support and administration, and the right to hold World Championships, as defined in Regulations 18 and 26. Over time there have been many piecemeal additions to these regulations; they have become “a coat of many patches”. This review seeks to introduce proposals designed to simplify and improve how these regulations serve Classes and the sport of sailing.

The primary goals of the review are:

- to simplify the regulations, and eliminate inconsistencies;
- to promote the “ISAF” brand rather than generic labels such as “international” and “recognized”;
- to ensure it is simple for classes to join within the ISAF family, and to encourage and recognize growth in boat numbers, global spread, and championship fleet sizes;
- to build the status of, and establish criteria for, world and continental championships;
- to clarify responsibilities and processes for adherence to regulations.

If proposals are supported by Equipment and Events Committees, they will, following further consultation with ISAF Classes and MNAs, be formalized as submissions for November 2010.

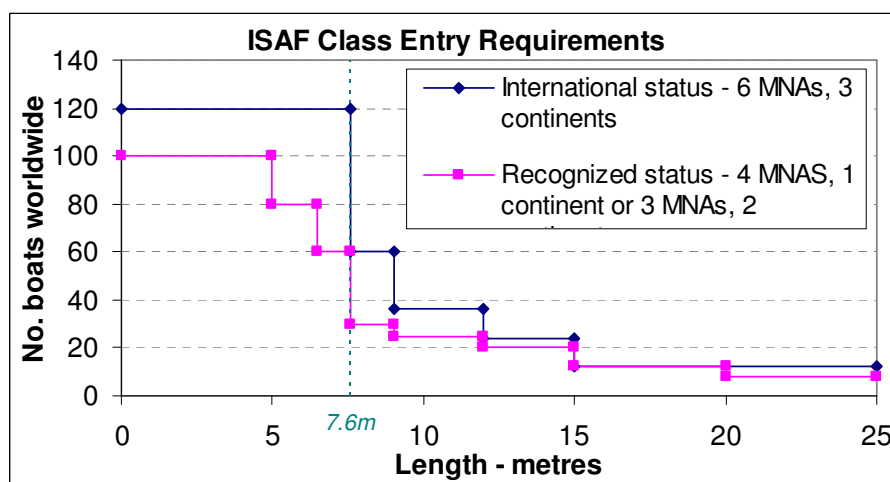
#### 1. Make the Regulations simpler and more consistent

1.1 Regulation 18 should be shortened so that it only addresses ISAF's policy with respect to ISAF Classes. ISAF Classes' obligations, including annual reports and reporting on World Championships, should all be moved to Regulation 26. This will move all the class requirements into one, easier to understand, regulation, and enable the Regulations to be shorter and simpler.

##### Proposal

*Move the following Regulations to be contained within a clearer Regulation 26: 18.2.1, 18.3, 18.3.1, 18.4 to 18.9, 18.10 to 18.11.2. This will also be part of the overall Regulations simplification process.*

1.2 There should be the same length and type of boat categories for all ISAF Classes, and greater consistency over what ISAF “counts” to determine status. The length categories should be simplified and updated to reflect today's world. Current entry requirements for number of boats worldwide are shown below:



##### Proposal

*There should be one common set of categories for ISAF Class status (see 2.1 below) appropriate for boat types and lengths today.*

#### 2. Simplify Categories; promote the ISAF brand; make it easy for Classes to join ISAF. Review the need for International, Recognized, Provisional and Classic Class Status.

2.1 What is the purpose of Recognized? Is it a permanent state, or a stepping-stone to International, or both? Many classes remain at the Recognized level when ISAF should be encouraging growth to International and promoting the classes that have truly international competition. International Classes should represent truly global competition.

##### Proposal

*i) Establish a single category of “ISAF Class”. (Note this will require amendments to other regs eg 16.1.).*

ii) Simplify the requirement to become an ISAF Class. Based it only on the number of MNAs in which that class is active, with requirements similar to current Recognized Classes, but with no requirement to be on more than one continent, and with the simplification proposed in 1.2.

iii) Differentiate between those classes that are multi-continental versus single-continent through the right to hold a World Championships (instead of having Recognised and International).

iv) Require classes to report annually to show they continue to meet the MNA requirements.

The proposed numerical requirements for ISAF class recognition are as follows:

Category	Active MNA # boats required	ISAF Class # MNAs	Entitled to World Champs # MNAs & Continents
<b>Windsurfers, Kiteboards &amp; Radio Sailing</b>	20	5	8 MNAs, 2 continents
<b>Centreboard Boat &amp; Multihull &lt;7.6m</b>	14	5	8 MNAs, 2 continents
<b>Keelboat &lt;7.6m</b>	8	4	6 MNAs, 2 continents
<b>Boat 7.6m-12m</b>	6	3	5 MNAs, 2 continents
<b>Boat &gt;12m</b>	4	2	4 MNAs, 2 continents

2.2 What is the purpose of Classic? Should Classic Class status be only for classes with historical importance to ISAF such as historical Olympic classes? Presently Classic Class status is used by three classes: the Shark, GP14 and IOD. The omission with the existing status is that the classes do not have any formal relationship with ISAF but connect themselves to the ISAF brand and hold a World Championships. ISAF is not involved with maintaining fair competition in terms of class rules control nor is there any contribution from ISAF plaque fees which seems unfair to other ISAF classes. Classic Class Status should be part of Regulation 26 and the role of Classic classes within ISAF should be clearly identified.

#### Proposal

i) Preserve ISAF Classic Class to enable those classes that are of historic significance, but no longer meet the numerical requirements in paragraph 2.1, to remain within the ISAF family.

ii) Define specific criteria for becoming an ISAF Classic Class.

iii) Give Classic Classes the same relationship with ISAF in terms of class rules, plaque fees and class reporting, etc. as other ISAF classes.

iv) Transfer existing ISAF Classic Classes to ISAF Classes without a joining fee and, if they do not meet ISAF Class numerical or other requirements, give them 2 years grace to meet them.

2.3 Does ISAF need Provisional status given ISAF's authority in Regulation 18.9 to approve other events as World Championships?

#### Proposal

Remove Provisional status altogether. Applying classes should not be granted ISAF status until they have fulfilled the requirements of Regulation 26 and signed and complied with the ISAF class agreement (e.g. purchasing plaques for boats etc.)

### 3. Ensure Regulations are complied with - and agree who should ensure compliance.

3.1 What should determine when and if a class loses its ISAF status? Should there be a clearer policy on removal of ISAF Class status? Obtaining class rule changes, annual reports, annual subscription fees and plaque fees takes a lot of time with some classes.

#### Proposal

Tighten up the current regulation 26.13.2 to include falling below the numbers in 2.1 and failure to comply with the specific regulations, the reporting and payment requirements and the class agreement. Failure to comply with requirements as an ISAF class results in an opportunity to correct within 6 months else recommendation of withdrawal of the class' ISAF status.

3.2 It is currently the responsibility of ISAF Technical Department to administer compliance with Regulation 26 and the ISAF Events department to administer compliance with Regulation 18. The regulations should more clearly identify the review process and the steps taken should a class not fulfill its obligations.

#### Proposal

i) Requirements are technical, numerical and reporting as defined in the regulations. Adherence to them should be monitored annually by the ISAF Technical Department for review by the Equipment Committee.

ii) Annual reports should be required to be submitted by classes to ISAF by February 1<sup>st</sup> each year.

iii) Equipment Committee should report in May to Council those classes that meet ISAF status, and those classes that are entitled to hold World Championships in that year, based on reports received from classes.

iv) Equipment Committee should recommend to Council in November addition and deletion of ISAF classes.

3.3 The fees levied should be consistent for all ISAF Classes. The current fees are an initial registration fee (£1,000 for International, £750 for Recognized), an annual subscription (£165), and new boat plaque fees. The plaque fee is proportional to price of boat in GBP without sails: 0.4% on the first £20,000, 0.2% on the next £70,000 and 0.1% on the amount above £90,000. In addition all boats built prior to their class gaining ISAF status over 25ft overall length competing in an ISAF Class World Championship shall have paid a one-off Class Fee to ISAF of £100 if LOA 25ft (7.65m) to 30ft (9.14m) or £200 if LOA over 30ft (9.15m).

#### Proposal

- i) All ISAF Classes should pay the same initial registration fee (£1,000) and annual subscription, and new boat plaque fees as currently.
- ii) The fee levied on all boats built prior to their status should be changed such that it matches the 7.6m and 12m threshold categories within section 2.1. This retrospective fee to date has been difficult to administer and collect and it is proposed that it should be replaced with an additional fee paid upon successful application. This proposed fee is the plaque fee multiplied the number of boats required to gain ISAF status (i.e. 18 for 7.6m to 12m and 8 for >12m).

### 4. Resolve finally the "number of World Champions" issue. Establish fleet size criteria for World Championships

4.1 Participation and global competition are to be encouraged; enabling ISAF Classes to hold World and Continental Championships is central to ISAF's ability to encourage these.

#### Proposal

Encourage classes to apply for ISAF Class status when they are able to meet the criteria.

4.2 Not all ISAF Classes will hold World Championships, and this is not part of the criteria for becoming or retaining ISAF Class status. How should right to World and Continental Championships be determined?

#### Proposal

- i) All ISAF Classes have the right to hold Continental Championships.
- ii) ISAF Classes have the right to hold World Championships if they have reported that they currently meet the required MNA numbers for World Championships in the table in 2.1.
- iii) Classic Classes retain the right to hold the Championships they were previously entitled to hold when they were a "full" ISAF Class.
- iv) World Championships are subject to the fleet size requirements in proposal 4.3 below. This might mean that smaller classes choose not to hold World Championships every year.

4.3 ISAF should encourage classes to grow, and ensure that the title of "World" Champion is only awarded at events that have a certain minimum level of participation and country spread.

#### Proposal

- i) Any Class fleet racing event that is labelled "World Championships" shall exceed minimum participation levels (entries and country / continent spread). (This mirrors the approach taken today by the International 6 metre class for instance, which in its deed of gift only validates the World Championships trophy if 15 yachts representing at least 4 nations are entered).
- ii) The number of participating entries for a World Champion title shall meet the following levels:

WORLD TITLE	Open World Titles			Gender / Age / Discipline World Titles		
	# entries	# countries	# continents	# entries	# countries	# continents
Windsurfers, Kiteboards & Radio Sailing	50	8	3	40	6	2
Centreboard Boat & Multihull <7.6m	50	8	3	40	6	2
Keelboat <7.6m	30	6	2	25	5	2
Boat 7.6m-12m	25	5	2	20	4	2
Boat >12m	20	5	2	15	4	2

- iii) However, to support classes that choose on occasions to hold championships in less popular countries, a class may use the "World" title for an event that fails to meet these numbers providing that the last such event met the numbers, and the last three events average meets the numbers.
- iv) For clarity, the event title should be: "xxx World Championships". Other titles may be used (e.g. Finn Gold Cup) but may not include the words "ISAF" or "Sailing" as these are reserved for ISAF events.
- v) Classes shall submit all World Championship titles awarded at events at the same time as the application detailed in Regulation 18.10.