

# ISAF Nations Cup 2009

## ***Event Description and Bid Information***

The Nations Cup will have two divisions; Open and Women.

Depending on demands for participation, there will be 8 or more qualifying events. These are the "Regional Finals" that will be held around the world and which will start immediately after the 2008 Olympic Games. The Grand Final will take place in 2009. The Regional Finals will be ISAF Grade 2 events and the Grand Final will be Grade 1.

Entries may be submitted to ISAF by the national federations. In the event that a federation makes no submission, a competitor from that MNA may submit an individual entry, subject to approval from the MNA. ISAF will allocate entries to the Regional Finals.

The winning team in each Regional Final (Open and Women) will qualify for the Grand Final. An Open and Women's team from the host nation, as well as the teams from the defending nation, are pre-qualified for the Grand Final.

### **Proposed Schedule: Regional Final**

Each Regional Final should be scheduled to have racing for a minimum of 3 days. One to three days prior to the event should be set aside for a clinic, practice and briefings.

#### *Example of a possible schedule:*

Day 1, Tuesday:	Site preparation / Boat equalization
Day 2, Wednesday:	Registration / Practice Day / ISAF Match Racing Clinic
Day 3, Thursday:	Registration / Practice Day / ISAF Match Racing Clinic
Day 4, Friday:	First Racing Day
Day 5, Saturday:	Second Racing Day
Day 6, Sunday:	Final Racing Day, Prize Giving

### **Proposed Schedule Grand Final**

The Grand Final should be scheduled to have racing for a minimum of 4 days, providing high-level Match Racing and Race Management for both competitors and spectators.

Day 1, Monday:	Registration / Practice Day / Opening Ceremony
Day 2, Tuesday:	Racing
Day 3, Wednesday:	Racing
Day 4, Thursday:	Racing
Day 5, Friday:	Racing
Day 6, Saturday:	Final Day of Racing / Prize Giving / Closing Ceremony

### **Event dates**

August – October 2008:	Regional Finals, Northern Hemisphere
October 2008 – January 2009:	Regional Finals, Southern Hemisphere

February – April 2009: Grand Final, if held in the Southern Hemisphere  
April – June 2009: Grand Final, if held in the Northern Hemisphere  
(These dates may vary with regard to local requirements.)

### **The Teams & Crews**

Entries will be limited to one per MNA.

Each boat will have a crew of 3 or 4, depending on the boats used at each Regional Final and at the Grand Final. Total weight of the crew will be based on an average of 87.5kg per crew member for the Open division and 68kg average for the Women's division.

Eligibility of all team members is per ISAF Regulations 17 and 19. Crew members must be nationals of the country entering him/her.

The crews are expected to transport themselves to and from the venue at their own cost. The provision of reasonable quality, low cost, conveniently located accommodation would be viewed very favorably by ISAF when deciding which bids to accept.

### **The Boats**

At least six race boats should be available for the Regional Finals, with an additional spare boat. The proposed boats should be described when making the bid.

Boats should have the following characteristics:

- 3 or 4 crew
- equality
- robust equipment
- wide range of windspeed
- spinnaker

If the number of teams applying from a particular area is low, ISAF would consider a four boat event if a six boat event is not possible.

### **Venues**

Venues for the Regional Finals will be selected to give the widest possible access to the MNAs, globally.

Venues should have a race area capable of handling a 0.8 nm windward/leeward course, close to the event base. Excellent spectator access is a high priority.

An international airport within 1 hour of the venue is preferred. Cost of transportation is a significant factor.

### **The Organisation**

ISAF will provide a detailed organization manual to be used as a guide for all Nations Cup events. Significant deviations from this manual will require the approval of ISAF.

Each event should form an organising committee and have a single point of contact with ISAF.

The Regional Finals present a unique opportunity to start the organisation of Match Racing in that area. The establishment of a Match Racing Clinic will help to build a Match Racing programme through the training and instruction of sailors, umpires, race committees and organizing authorities.

The organisers for the Grand Final will require experience with the organization of high-level Match Racing events, such as the hosting of Grade 1 or 2 events in the last one or two years.

The event organisers must have the full support and endorsement of their MNA.

The organisers will sign a contract with ISAF before the Notice of Race will be released from ISAF. The involvement of the MNA will give a legacy for Match Racing in this area for the future.

### **Race Committee**

Each event will be expected to provide a race committee, boats and equipment.

The recommended equipment is:

- race committee boat with 4 personnel, flags and sound signals
- 2 mark laying boats with 2 personnel in each
- 4 marks visible at 0.8 nm (1 of which is of a different colour for changing course)
- A method for crew changes

### **Umpire Team**

ISAF will appoint the IUs and will make every effort to minimize the travel costs for the Regional Finals. The event will be responsible for the travel, accommodation and subsistence costs for the umpire team.

If an Umpire Seminar or Match Race Clinic is scheduled immediately prior to the event, then ISAF will provide an IU Instructor and will pay the travel costs. This IU will also be appointed as one of the IUs for the event thus reducing the overall costs to the organisers.

The event will be required to provide at least 3 good quality umpire boats (Grand Final: 5), with a minimum L.O.A of 5 metres preferred.

#### *Regional Final:*

An umpire team of 6 will be required (based on a six boat event; wing boats are desirable but not required in the Regional Finals). The umpire team should comprise half International Umpires and half non-IUs.

#### *Grand Final:*

An umpire team of at least 10 will be required. This team will comprise 8 - 10 International Umpires plus some National Umpires who will get experience with the IUs both as umpires and on the wing boats.

### **ISAF Technical Delegate**

For the Grand Final, ISAF will appoint a Technical Delegate to assist the organisers. The TD will work closely with them, starting with the preparation of the Notice of Race and providing assistance through the conclusion of the event. A pre-event visit at the venue will take place approximately one year before the Grand Final. The event will be responsible for the travel expenses, accommodation and subsistence costs for the Technical Delegate during the pre-event visit and during the Grand Final.

### **Event Status, Advertising & Sponsorship**

The event will be an ISAF Special Event with Category C advertising available to the organisers. While it is anticipated that sponsorship and advertising will make a significant contribution to the event costs, the intention is to keep the budget for these events low enough to be sponsor independent.

ISAF may seek an overall sponsor. In principle ISAF will retain the advertising rights to the hulls and the event will retain the rights to the sails booms and masts, but each qualifying event will be required to seek ISAF approval of any sponsorship and advertising rights. In accordance with ISAF regulations the competitors will have the sole rights to advertising on their clothing.

ISAF will publish a Notice of Race covering all Regional Finals and the Grand Final. There will be a set of standard Sailing Instructions providing consistency for the events around the world. These sailing instructions may be altered in consultation with the appointed Chief Umpire in order to accommodate local needs.

### **Entry Fees and Damage Deposits**

A modest entry fee may be charged by the organizing authority, payable with team's entry. The entry fee is nonrefundable and is for the exclusive use of the organizing authority. There is no entry fee payable to ISAF.

It is suggested that the entry fee will cover some part of the social program for the event and will cover the competitors' lunches afloat.

A reasonable damage deposit (usually the amount of the insurance deductible for property damage) may be levied and deductions will be made in accordance with ISAF standard Notice of Race and Sailing Instructions. The damage deposit will normally be required to be replaced if a deduction is made by the organisers due to damage caused by a competitor.

### **Prizes**

ISAF will provide and award the Nations Cup trophies for the winners of both the Open and Women's division. ISAF will also provide gold, silver and bronze medals for the top three teams in the Grand Finals.

The organisers should provide prizes for the first three places in the Regional Finals and a memento for all competitors. Furthermore, ISAF will honor all participants with a certificate of participation.

**Bids**

Bids should be submitted by completing the attached bid proposal; however further information is highly welcomed.

Bids should be sent to ISAF via email or fax as soon as possible but at least by **15 June 2007**.

Supporting documentation is attached for your assistance, but should you have any questions, please do not hesitate to contact Helmut Czasny at ISAF or Sally Burnett (Chair of the Nations Cup Working Party) at the email address or telephones listed below:

**Contact details**

Helmut Czasny (ISAF Secretariat)

Phone: +44 2380 635 111, Fax: +44 2380 635 789, Email: [helmut@isaf.co.uk](mailto:helmut@isaf.co.uk)

Sally Burnett (Nations Cup Working Party)

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# ISAF Nations Cup 2009

## ***Bid Information***

Please supply the following information as a basis for your bid to host a Nations Cup Regional Final or the Nations Cup Grand Final.

Further information as well as pictures and/or reports from other events held at the same venue and organized by the same OA is encouraged.

**Event** (Regional Final, Grand Final or both – only one will be awarded):

- Organizing Authority
- Primary Contact (include e-mail details)
- Requested Dates
- Venue
- Proposed racing area (please describe or supply copy of chart area)
- Expected weather conditions
- Medical facilities
- Security

### **Competitors**

- Local Accommodation availability and cost
- Distance to nearest Airport and connections to venue
- Local catering/dining arrangements

### **Race Management**

- Proposed Event Director
- Proposed Race Committee Chairman
- Proposed race management team's RM experience
- Number and size of committee boats
- Safety boats
- Course marks

### **Umpires**

- Umpires Meeting Room
- Meeting Room for Clinic and Debrief with Competitors
- Daily Transport
- Accommodation
- Umpire boats (type, number etc)

**Technical Delegate** (only for the Grand Final)

- Delegate Room
- Transport
- Accommodation

- Proposed date for Pre-event visit

### **Competition Boats**

- Design
- Number available for racing (and spares if available)
- Equalization program
- Number of crew
- Support, spare part availability
- Sails
- Berthing

### **Media**

- Are there any agreements with local/national press or television companies
- regarding media coverage for sailing?
- Internet connectivity for media updates, competitors and race officials

### **Communications**

- VHF/UHF Radios

### **Facilities**

- Changing facilities
- Spectators viewing areas and/or boats
- Public Accessibility
- Event advertising (local, regional, international)

### **Insurance**

- Public liability
- Event liability

### **Social Events**

- Proposals for social events

# ISAF Nations Cup 2009

## *Bid Evaluation Criteria*

We rate each bid on a scale from 1-5 with "5" being the best.

A "5" would mean that the bid exceeds our expectations in that category.

A "4" means that is likely to be very good at meeting our expectations.

A "3" means that it meets expectations but just meets them.

A "2" means that there is a deficiency in that category that might be corrected.

A "1" means that there is a deficiency that the bidder can't or won't be able to correct.

There are 11 areas that we consider:

### **Type of boat**

Suitability for match racing, are they equalized.

Minimum crew required to be 3 but 4 is preferred, maximum crew 5.

Boat to be suitable for both men and women.

### **Number of boats**

This may vary between regions but the minimum number for a qualifier is 6 and for the Grand Final is 8 but 10 or 12 is preferred.

### **Racing Area**

This includes the expected wind, sea and current in the racing area for the time period proposed for holding the qualifier/final.

### **Standard of Race Management**

In some regions it may be possible to run a clinic for race officials which may include race management.

### **Travel**

Proximity to international airport.

Cost and ease of travel to venue (particularly for the Grand Final this time around).

### **Local costs**

Type & cost of accommodation - is it provided free by the club or are there a variety of other inexpensive options.

Food supplied by event or paid for by competitor.

### **Facilities**

This must include training room for a clinic.



**Spectators**

Does the venue allow spectators to view the course from the land (fundamental objective of the event) or are boats available to take them afloat.

**Sponsorship**

Has consideration been given to obtaining sponsorship/marketing and promoting the event.

**Sustainability** (for the Grand Final only)

Bottom line costs – does the bidder own the boats or are they to be chartered. How much expertise is 'in house' and how much must be brought in from outside sources.

**Dates**

Regional Qualifiers would need to be completed between August- October 2008 Northern Hemisphere, October 2008 – January 2009 Southern Hemisphere. The Grand Final should be held February – April 2009 Southern Hemisphere, or April – June 2009 Northern Hemisphere.

**The Nations Cup Factor**

We must remember that this event is about trying to encourage/increase match racing in countries/regions around the world where MR has previously not existed or is not very strong. This applies to both competitors and race officials. Where 2 bids are of equal merit, this may be the deciding factor.