

ATTACHMENT III

Issues for World Championships

1. A couple of issues have recently emerged, which are relevant to the way we describe our World Championships, and the way we specify the entries. What follows reflects the latest state of our discussions with ISAF.

2. Firstly, ISMA has recently received a letter from ISAF, reminding us that, to retain the right to hold a World Championship, we need to keep the numbers up. To retain the right to hold a World Championship the Class must meet or exceed the minimum numbers set out in ISAF Regulation 10.4(b). For the Six Metre Class (boats between 9.0 m and 12 m hull length) this is 20 boats, from 3 countries and 2 continents. We have to meet these numbers in at least two out of every three world championships.

3. Secondly, ISAF has been concerned about the large number of events that are described as 'World Championships'. What has happened is that a number of classes have been holding more than one World Championship, and in some cases so many world championships that the title is becoming meaningless. For example the Laser Class had a world champion, and then a Masters, Grand Masters, Apprentice Masters, a Ladies, Youth, Radial, and almost any combination of those, such as Ladies Masters, Ladies Radial, Masters Radial, and Youth Radial. ISAF considered that this was devaluing the title.

4. So the ISAF Regulations now specify as follows:

5.

a. To retain the right to hold a World Championship a Class must meet or exceed the minimum numbers set out in Regulation 10.4(b), as described above. Subject to meeting the numbers requirement, each International Class has the right to hold one annual World Championship (Regulation 25.2.1). The title of the World Championship shall be "the International Six Metre Class World Championships" or some similar title - we may not describe the competition as 'the World Cup' (Regulation 25.2.4) though it is quite acceptable if the name of the actual trophy is a 'World Cup'. This Championship may be open, or restricted by gender or age.

b. A class may also award a separate World Championships for Women, or for Youth (if the Class rules define what 'youth' means) and one further World Championship defined by age, gender or discipline (Regulation 25.2.5). It is this last category which allows us to define a world champion by a specific discipline, which could allow us to award a separate World Championship for Classics. But this would have other implications.

c. If we define a separate World Championship for Classics, we would still have to meet the numbers. The regulations say that those racing for a subsidiary championship shall race as a separate fleet, and the size of this separate fleet shall meet or exceed the numbers required in regulation 10.4 and shall include entries from more than one continent (Regulation 25.2.6). So if the classics race for a separate championship each fleet is counted separately.

5. What this would mean is that we can only have a separate Open World Championships (for moderns) and a Classics World Championships racing as a separate fleet if both fleets meet the numbers requirement. And at the moment the moderns alone do not produce the numbers required. If we race as a combined fleet then we would achieve the numbers easily. If we race as a single fleet

we could still award a separate prize for the highest place classic, but we could not call that boat the classic world champion.

6. Because the classic division has achieved sufficient entry numbers in recent championships, alternatively we could make the winner of the classic division the world champion of the class. But this would leave the modern boats without a championship.

7. In our response to ISAF we have pointed out that, if there is a requirement to achieve a minimum entry list to maintain World Championship status, then there may be some limitations on when the Class can start in two divisions. But there is a potential conflict here between the status of the event and safety on the water. As currently defined Regulation 10.4(b) defines the thresholds by consideration of the length of the boats alone. We have noted that these required numbers are particularly demanding for a class of boats which are difficult to manoeuvre on the start line, with limited visibility for the helmsman, and heavy enough to have the potential for serious damage. Put simply, there is a conflict between the number of boats which the Regulation requires us to have on the start line, and the number which can safely be accommodated there. Obviously the situation is to some extent influenced by the regatta venue – and shorter course legs make numbers a consideration at the first windward mark as well – but there are undoubtedly occasions where the Organising Authority could be put in a very difficult position in balancing safety against the requirement to accommodate fleet numbers.

8. We have therefore asked that the ISAF Equipment Committee gives careful consideration to reducing the requirements of Regulation 10.4(b) for the International Six Metre Class and for boats of a similar configuration. We note that boats such as the Eight Metres in the next higher size band (Boats > 12.0m to 15.0 m) have a much less demanding total number (12), while still requiring the same national and continental spread of entries, and we believe that this would provide a sensible balance between maintaining the status of a World Championship and safety on the starting line.

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