

Comments by Jan Dejmo

I am currently ISAF-RSD Acting Chairman, Member of the ISAF Equipment Committee and its two Sub-committees and Chairman of the Swedish Sailing Federation's Technical Committee.

The comments given here are though my own unless stated otherwise.

"COMMENT BY RSD CHAIRMAN ELECT."

Following comments on various forums etc, I felt it important that I should make some statement to outline its position.

This is not something I would normally agree too, as the new RSD committee has not as yet been elected. However there is a lot at stake here and I do not wish to see members rush into something they may well regret.

As many of you will know International radio controlled sailing is currently looked after by the International Sailing Federation, Radio Sailing Division (ISAF-RSD)'.

Some background is probably helpful in understanding the current situation:

Following the dissolution of the International Model Yacht Racing Union a new organisation – what today is called the ISAF-RSD – was formed.

The ISAF-RSD Constitution reads: "2.1. The objects of the Division shall be to carry out the objects of the ISAF in the sport of radio sailing throughout the world."

To give the RSD a platform to work from in its contacts with the ISAF Member National Authorities RSD was given permission to use "ISAF" in its name. RSD is, however, and has always been, an independent organisation classified by ISAF as an "Affiliated Member". To help RSD promote the sport ISAF has also given RSD special permission to run up to three annual championships for its classes (ISAF Regulations § 18.5).

RSD has, carrying out the objects of ISAF in radio sailing, produced the first Radio-Controlled Boat Racing Rules, adopted by ISAF as Appendix E to the Racing Rules of Sailing, and has transformed the class rules of the RSD classes to ISAF standard.

ISAF has a provision for Divisions and Sections in its Constitution (the ISAF Constitution § 92). Such divisions and sections are, though, intended to be parts of ISAF itself. What is open for a radio sailing class, as for classes of all other disciplines of sailing, is affiliation as an ISAF Class (ISAF Regulations § 26).

When the rule work was completed, the RSD Permanent Committee called for owners of RSD class boats to form International Class Associations (ICAs). Only the IOM owners have successfully formed an ICA – the IOMICA.

[RSD has been largely inactive over the last few years tempting IOMICA to join ISAF directly.](#)

RSD has been active in approving international championships, proposing amendments to Appendix E through an ISAF MNA, and approving proposed class rules amendments.

The RSD Permanent Committee (PC) has, however, being inactive in progressing the organisational issues. There have been several reasons for this, but the main one is that the PC lost its steam when only the IOM sailors formed an International Class Association (ICA). PC discussions, however, led to a proposal that the RSD should be transformed into a multi ICA for the remaining RSD classes, and any other classes, that would like to gain ISAF Class status.

The vote on this proposal was stopped by the PC when it lost a vote of confidence, and it is now for the new RSD PC to deal with this issue.

When owners of RSD classes were requested to form ICAs, so that these classes could apply for ISAF Class status, this was done with the intention that they should apply for such status when they had fulfilled the ISAF requirements.

The IOMICA executive has taken this opportunity (as they see it) to enhance the prestige of the IOM class and is trying to rush through this vote by the end of October.

I have no idea whether the IOMICA Executive sees ISAF Class status as a way to enhance the prestige of the IOM class, but I can imagine that they may see a number of other advantages being an ISAF Class. One is the right to run World Championships without having to rely on RSD's special, and thereby likely temporary, permission.

But the RSD is reforming in November with new members as the new Permanent Committee of RSD. With all the people who have volunteered to stand being active radio sailing skippers and with all the positions having been filled, it is a wonderful opportunity to pull International Radio Sailing back together again. RSD elect are keen to keep all international radio sailing classes under one umbrella, which will avoid duplication and the division of the sport's strength and human resources.

The sport is not strong enough to stand as a single class, as has been seen before, but together they can present a united front. This does not mean that RSD will dictate to classes how they should run, on the contrary every encouragement would be given to classes to run their own affairs, and for RSD to act as the necessary go between with ISAF. Therefore cutting overall costs to all those concerned.

The ISAF structure would allow for one multi class ICA representing all radio sailing ISAF Classes, but experience is that multi ICAs, with few exceptions, are not as good at promoting a class as a single class ICA is. If one multi ICA for all classes would be the best overall solution, then it would be likely that some other discipline of sailing would have chosen that solution.

Many standard club members probably wonder what all the fuss is about, when all they wish to do is sail at their local water and enjoy themselves. However for the sport to succeed their needs to be a structure that hands down the tools that are required by those at the various levels of the sport, and at the top of that triangle is ISAF.

In any discipline of sailing there are "club members" wondering what the international fuss is about.

The ISAF organisational structure of course allows for distribution and exchange of knowledge both horizontally between the different disciplines of sailing and vertically between the different levels of sailing.

The IOMICA Executive are proposing to remove the IOM class from ISAF-RSD and join the International Sailing Federation (ISAF) directly to gain full international class status. This would see the International One Metre class relating to ISAF in the same way as any of the International Dinghy classes.

“... as any of the ISAF International ~~Dinghy~~ Classes.”

IOM members worldwide voted at the 2009 IOMICA AGM to investigate the possibilities of joining ISAF directly. They did not vote for the IOMICA Executive to make a rushed application to join ISAF directly, which is what is happening.

It would seem that the IOMICA Executive have speeded the process up on the basis that they felt RSD was about to be dissolved in November due to its inactivity during the last few years. This is **NOT** the case (see above)

If IOMICA join ISAF directly there are some more onerous regulations that will be applied to the IOM class that will affect **ALL IOM OWNERS**, not just the top skippers. For example, all newly registered boats from 2010 would have to pay a registration fee of £5 to ISAF and then display an ISAF sticker on their boat. These need to be fully quantified before members can make a meaningful decision.

Which costs that will affect all IOM owners have not been quantified by the IOMICA?

If IOMICA join ISAF directly then radio sailing classes will no longer be operating under a single international umbrella organisation.

ISAF, as the world governing body of sailing, is the international umbrella organisation we are operating under and we are competing according to the ISAF rules.

IOM class rule ratification will still be required and an ISAF committee with little or no radio sailing experience would not necessarily be able to understand some of the finer points. If RSD remains as the umbrella for all classes then those who have a good understanding of the sport, can handle this

It is suggested here, and has been suggested at Forums, that the ISAF staff and Committees should be ignorant when it comes to radio sailing. Having been involved with RSD since its formation, and with the ISAF even longer, I simply cannot agree.

Making such a statement in regard to the ISAF Class Rules Sub-committee also shows a lack of understanding of the role of a class rules authority. In short it is to try to ensure:

- That the class owners, as represented by the ICA, get the class boats they want. The Committee members assisted by the ISAF Technical staff represent

- a vast knowledge of how to write class rules and are often able point out possible consequences of a proposed rule that the ICA may not have realised.
- That the proposed rule will not create problems for others involved such as: manufacturers, official measurers, certification authorities, race organisers, protest committees etc.

To achieve good class rules the roles of the class authority (the ICA) and the class rules authority should be separated and what is suggested does not take this principle into account.

It also seems suggested that radio sailing should be very different to other disciplines of sailing. Radio sailing has though much more in common with for example dinghy and keelboat sailing than these have in common with a discipline like kite sailing.

I believe that at this stage a 'NO' vote is in the best interests for the future of international radio sailing, I feel that a 'yes' vote at this time would be damaging to the future development of the structure of radio sailing. The consequences of a 'yes' vote have not been fully investigated, in particular the costs. It is vital that ISAF-RSD be given the opportunity to re-establish itself under its new and enthusiastic leadership and that discussions on the future of international radio sailing be conducted with IOMICA before direct class affiliation is considered. There is nothing to loose by this action.

Mike Clifton

It is clear that the IOM class attracts sailors from other disciplines of sailing and the IOM class has grown faster and bigger than any other radio sailing class before it. As initiator of the class it is tempting to imagine that it is because of the class concept – it probably partly is – but more important it is probably that the class is organised and promoted by an active ICA. The class has grown to be a truly international class that easily fulfils the ISAF criteria for an ISAF International Class.

It seems like the IOM is changing the international radio sailing scene. Probably half of the IOMICA NCAs are a RSD DM sailing the IOM as the only RSD class. Further, a couple of the IOMICA NCAs are not a RSD DM. To react to this by trying to get the IOM to abstain from the possibility to become an ISAF Class is, as I see it, a very negative approach. A far more future oriented one would be to encourage the other RSD classes to form ICAs as well as encouraging any other class that would like to achieve ISAF Class status to do the same.

If the IOM becomes an ISAF Class, IOMICA will get a seat on the ISAF Classes Committee. IOMICA could then, in addition to promoting the IOM, promote radio sailing in general while other radio sailing classes represented by individual ICAs, or RSD transformed into a multi ICA, would seek ISAF Class status.

Some comments made at forums seem to reflect a fear that if the IOM would become an ISAF Class changes would have to be made on national level in countries where clubs and sailors are organised by a DM not being the ISAF MNA. This is not the case as the Racing Rules of Sailing cater for this possibility. See for example RRS 75.1 and 89.1 that refer to "or other organisation affiliated to the MNA". Furthermore all DMs not being the MNA should already have such an agreement with its MNA.

Jan Dejmo