



# New Zealand Radio Yachting Association

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Dear fellow IOM NCA representatives,

I write to express the concern of the NCA for NZL, the New Zealand Radio Yachting Association, for the lack of consultation and apparent disregard for genuine concerns in the application to ISAF for International Class status for the IOM.

When one looks at the documentation provided, and the responses on the IOMICA forum it is clear that the IOMICA Executive are following a pre-determined course of action and only a substantial rejection by NCAs will prevent that course from happening.

Numerous examples exist of statements that are at best misleading or dishonest at worst.

The actual application to ISAF contains:

*At the recent IOMICA Annual General Meeting, held in conjunction with the World Championship in Barbados, the class owners voted overwhelmingly to pursue gaining ISAF status.*

As you all know the vote that was conducted at the AGM was:

*4.7. Task incoming IOMICA Exec with investigating affiliating with ISAF as an international class. The Exec will bring these data to the WC for discussion and vote prior to a final commitment regarding ISAF affiliation.*

This item was reported in the minutes of the AGM as:

*to allow IOMICA EXEC to enter into discussions with ISAF regarding membership.*

So somehow the actual vote has now become a mandate to pursue gaining ISAF status. There is no construction of the stand alone use of the word pursue that can be interpreted to mean investigate. Accordingly, the very application to ISAF is not an accurate reflection of the item voted upon.

Many NCAs, NZL included, voted for this motion in the belief that prior to making any application to ISAF they would be informed of the benefits, obligations and costs involved (*these data*) before making an application.

As you are aware, the application has been made first and now there is pressure on the NCAs to decide with incomplete data.

What we have been given, in the "Discussion Document" is very broad pen coverage of the situation. Many concerns that have been raised in the IOMICA forum have been ignored or glossed over with little regard to the membership.

Joining ISAF as an International Class brings with it obligations to comply with ISAF Regulations. Many of these regulations incur costs to comply, such as the requirements for International Measurers, National Measurers, attendance at ISAF meetings, Officials and procedures required at International Events.

In the IOMICA forum it has been proffered that many of these obligations would not actually be enforced, so we do not have to worry about them. Yet at the same time there has been a statement that "ISAF Regulations are not negotiable".

**Affiliated To:**



**Yachting New Zealand**



**Radio Sailing Division ISAF**

As one of the major concerns in IOM sailing today is cost, particularly with regard to World and Continental Championships, would it not have been prudent to obtain from ISAF what regulations are and are not enforced so that a provisional budget could be presented to NCAs for consideration?

Definitely, one item of cost to the membership at large that has not been addressed is annual costs of participation on a local level. Many NCAs work under the auspices of their ISAF-RSD DMs that have established a relationship with their respective NMAs to allow their members to sail without belonging to a full sized yacht club. Should IOMICA join ISAF direct those relationships will no longer be valid for One Metre skippers, they will need to join a full sized club with the associated annual fees.

Look at the numbers of Registered Owners around the world and then look at the numbers of locals competing in their National Championships. Very rarely do the fleets approach the maximum possible and typically less than 10% of registered boat in the larger countries and 25-30% in smaller countries. Therefore the vast majority of IOM sailors are there for the fun of it. Are they going to remain there if the annual cost of ownership increases greatly? Do you want to impose unknown obligations that will only benefit a small minority – the less than 4% of registered boats that compete each year at World or Continental championships?

Be assured, NZL has an open mind on whether or not IOMICA should join ISAF direct. What we do not have is sufficient information to make an informed decision.

Contrary to opinion that has been expressed the ISFA-RSD is not about to disappear in the short term, if ever. A recent communication from ISAF has restated that the RSD is an independent organisation and it is up to the incoming PC to review the relationship. This does not indicate that things are going to change overnight and leave IOMICA in limbo.

The following pages provide an expansion of the Pros and Cons presented in the “Discussion Document”. It would be appreciated if you could distribute this letter and the expanded discussion document to your members so they make a more informed decision.

The worst possible outcome for IOMICA and radio sailing in general would be to join up ISAF only to discover that there are insufficient concessions available for radio sailing thus forcing a decision to leave.

A vote against the motion is the only way to ensure proper evaluation and a considered decision. A vote against is a vote for further investigation.

Sincerely,



Roy Granich  
Chairman  
N.Z.R.Y.A.

# IOMICA Direct Affiliation With ISAF

## Discussion Document 1

Aug. 07, 2009

*Additional comments in red and italicised*

### 1 History & Background

The International One Metre class was developed by the IMYRD Permanent Committee and was adopted as an international class in 1988. In the previous years 'one metre' boats appeared in several different countries, aimed at addressing the increasing costs of buying or maintaining a Marblehead class.

During the development of the 1988 class rules a clear principle was established under the guidance of the Jan Dejmo, Chairman of the IMYRD Technical Committee, which is the boats permitted by the rule would be capable of:

- keeping costs of the boat low
- being capable of being built by non-expert builders, without being at a disadvantage in terms of performance when compared to yachts built by professional builders.
- allowing a wider range in some limitations in order to permit boats built under other rules to comply with the new rules without modification.

The first World Championship of this class was held in St. Cyr, France in 1994. At the 1999 IOM World Championships in Ramla Bay, Malta, the ISAF-RSD requested that all International Classes, and the IOM in particular, set up international class associations. After work by Chris Jackson, John Rizopoulos, Lester Gilbert, and others, the formal recognition of the IOM ICA by the RSD was executed on October 2003.

*The intention was (see D Coode's report as O&P Chair to the 1999 GA) that these ICA's be Associate Members of RSD. The intention of the WP to set up IOMICA was that NCA's be associated with each country's DM*

### 2 Current Affiliation

The IOM ICA is an international class association recognised by ISAF-RSD.

### 3 ISAF & ISAF RSD

ISAF RSD is an affiliate Member of ISAF.

An Affiliate Member is any self-administered international organization, other than a Member National Authority or International Class Association or Recognized Class Association, or members thereof, interested in or associated with the sport of sailing in any of its forms and whose activities are not in conflict with MNAs, International or Recognized Class Associations. This organization may be granted Affiliate Membership subject to conditions and terms of membership as the Council may respectively from time to time decide.

An Affiliate Member shall not be entitled to voting rights, except where otherwise specifically provided for in the ISAF Articles.

*This is statement is deliberately misleading as 4 below does not also state that ISAF Classes do not have voting rights*

The main objects of ISAF RSD are:

- The promotion and encouragement of designing, building and racing radio sailing boats.
- The granting and withdrawal of International Class status and the supervision of classes, including the class rating rules and measurement procedures.
- The control, organisation, conduct, licensing and sanctioning of Continental and Regional Championships.

- The establishment and amendment of Appendix E for Radio Sailing Racing Rules.
- The control, organisation, conduct, licensing and sanctioning of World Championships.

The last two points are subject to the approval of the ISAF.

The ISAF RSD has no rights to make any submissions to the ISAF Council (the body who takes the decision about RRS among other things). Submission rights are held by: MNAs (US Sailing in USA, RYA in GBR, FFV in France, HJS in Croatia, etc.), International Class Associations, ISAF Executive Committee, etc. Therefore ISAF RSD can not directly propose any changes of the RRS Appendix E, for example.

*The above may be strictly true, however overlooks the fact that ISAF have, through the establishment of the RSD and approval of the RSD Constitution, provided an avenue of input. The ISAF-RSD Constitution specifically states one of the Objects of the RSD is “the establishment and amendment of Appendix for Radio Sailing Racing Rules”. As it would have been necessary for ISAF to approve the Constitution it can only be assumed that ISAF was in agreement that this should happen. Further ISAF Executive Committee have specifically requested the RRS Committee to liaise with the RSD regarding Appendix E.*

*It has been accepted practice that amendments to Appendix E are done through a “friendly” MNA*

#### 4 ISAF & IOM ICA

If the IOM becomes an ISAF International class, the IOM ICA will have submission rights, among other benefits, including but not necessarily limited to the right to hold World and Continental Championships, and the right to a seat on the ISAF Classes Committee. For more information see <http://www.rudiosailing.org/pdf/Future%20of%20RSD.pdf>

#### 5 Class Association Alternatives (PROS & CONS)

Many of the conditions of direct affiliation are similar to those we deal with now as we are represented through RSD. For instance, we will need to continue to submit annual reports and ensure that we deal with individual NCA needs in a way that works best for the overall class membership

##### 5.1 Become a member of ISAF

###### PROS

- IOM ICA will have the right to hold a World Championship (see ISAF Regulations 18.2).  
*Is this any different from under the RSD? The RSD can allocate 3 World and Continental Championships per year so could have 6 classes holding biennial events, as IOMICA does at present.*
- IOM ICA may appoint one member to the ISAF Classes Committee and as such have a vote and voice in the world governing body. For example, we will be able to propose Appendix E changes and updates, and will be consulted by ISAF when Appendix E changes are proposed by others. We will be consulted by ISAF when other changes are proposed, such as to the Advertising Code, and to ISAF eligibility (see ISAF Regulations 15.6).  
*See comments above*
- Owners will not lose their ISAF eligibility when taking part in any one metre race sanctioned by ISAF.  
*They do not now, so how can this be a Pro. Provided the sailors DM is appropriately affiliated with his MNA, eligibility is not an issue.*
- The application fee of 1000 pounds will be waived.  
*If the application was not made there would be no 1000 pound fee even discussed*
- Certainty on the future of the class.  
*Only if sufficient NCAs around the World accept the costs and obligations associated with Class Affiliation. Otherwise the result could be exactly the opposite.*
- Effective, authoritative technical approval of Class Rule changes and interpretations made in accordance with principles valid for other ISAF classes (see ISAF Regulations 26.11).

*Such as the flawed reasons for turning down the 10mm mast had the vote been sufficient – that it could lead to more bendy masts.*

## CONS

- IOM ICA will have to pay a subscription fee of 165 pounds per year (see ISAF Regulations 26.16).
- New certificated boats after 1st January 2010 will have to pay a fee of around 5 pounds (see ISAF Regulations 26.8.1).
- Measurement and measurers must be organized with relevant parts of ISAF Regulation 26.5
- *Costs of establishing and maintaining International and Official Measurers*
- *Potential costs of ISAF Officials in attendance at major events*
- *Costs of attending ISAF meetings, both for International Measurers and Class Representatives.*
- *Uncertainty about the future of the class until acceptability to individuals within each NCA of Costs and Obligations associated with joining direct*
- *No attempt at providing realistic annual budget requirements*
- *Having to establish a fee collection and remittance system in all NCAs.*
- *Having to establish a new measurer qualification and training system*
- *Having to satisfy all of ISAF's drug testing policies*
- *Having all class rules subject to review by ISAF without knowledge of how this system will work in practice*
- *Having to pay for the cost of attendance at ISAF meetings (or not being able to take advantage of the class committee membership)*
- *Possible requirement of all members having to join local yacht clubs and national (non-radio) sailing authority*
- *Repayment of loan from RSD*

## 5.2 Remain an ISAF-RSD class.

### PROS

- No annual subscription fee.
- No additional hull registration fee
- *A single voice for Radio Sailing across all classes*
- *The opportunity to formulate procedures and standards directly applicable to radio sailing and not necessarily be restricted to those applicable to other forms of sailing.*
- *The opportunity, as the most organised of Radio Sailing Classes, to provide valued and reasoned input to the benefit of Radio Sailing as a whole.*

### CONS

- Uncertainty about the future of the class until the situation between ISAF and RSD is resolved.  
*Whatever happens between ISAF and RSD is not going to happen overnight. There is almost two years to the next IOM World Championships and to date no bids for a Continental Championship in 2010. There is no reason why a fully considered decision whether or not to apply can not be made over the next 12 months, and if necessary an application made after proper due diligence.*
- Ineffective management of radio sailing internationally.  
*This statement is somewhat damaging to the credibility of the main proponents of this move, as they have been either directly or indirectly involved in the management of radio sailing internationally.*

*There will be a new PC for the RSD in November. It is not possible to state beforehand that they will be ineffective as has been the case in recent history.*

- Uncertainty about technical approval of Class Rule changes.  
*As for the previous comment.*
- Uncertainty about Class Rule interpretations.  
*As for the previous comments.*
- Uncertainty about event approval.  
*There is currently no uncertainty apart from that propagated by those with a vested interest.*
- Uncertainty about ISAF eligibility.  
*There is currently no uncertainty apart from that propagated by those with a vested interest.*
- Uncertainty about the use of race officials (Judges, Umpires, Race Officers) at events.  
*Discussion to date has only served to increase the uncertainty if IOMICA becomes an ISAF Class.*

*The majority of this document is predicated upon the belief that there would be no takers for positions in the RSD and that as a consequence IOMICA would be left in limbo as the result of the collapse of the RSD.*

*The exact opposite has occurred. For the first time in approximately ten years there are accepted nominations for all 10 PC positions. There will be a new PC determined to revive the RSD, either in its current form or in a modified form should it become necessary after discussions with ISAF. Either way the new PCs collective belief is that affiliation with ISAF, in one form or another, is by far the most preferable outcome. Whatever the case, the new PC will consult extensively with DMs before recommending any course of action.*