

IOM and ISAF

A brief summary.

History

When International Model Yacht Racing Union was dissolved in 1990 and became the IYRU - Model Yacht Racing Division, it was to achieve the integration of radio sailing into the International Yacht Racing Union organisational structure. There were later changes of name and for the sake of simplicity I will in the following refer to the two organisations as ISAF and ISAF-RSD.

To give the radio sailing organisation a platform to work from in its contacts with the ISAF Member National Authorities (MNAs), ISAF-RSD was given permission by ISAF to include ISAF in its name: ISAF-RSD. Although the name might make someone think otherwise, ISAF-RSD has always been an independent organisation, and without submission rights. Simply an Affiliated Member (AM). ISAF also gave RSD, while being an AM, permission to run up to three annual World Championships for its classes.

ISAF-RSD produced a radio sailing addition to the Racing Rules of Sailing (RRS) which ISAF, on a proposal from the ISAF Executive Committee, adopted and since has published as part of the RRS.

When racing under the RRS, the ISAF MNAs become the national authority for such races and the ISAF-RSD therefore requested each Division Member (DM) to come to an agreement with its respective MNA on how radio sailing should be organised in its country. ISAF-RSD went on to transfer its class rules to ISAF format.

When these things were in place ISAF-RSD called for the owners of RSD classes to form international class associations (ICAs) so that these classes could apply for ISAF Class status. ISAF essentially consists of MNAs and ISAF Classes, and with ICAs in place radio sailing could become an ISAF discipline of sailing. IOMICA was formed and the ISAF-RSD Permanent Committee (PC) proposed that ISAF-RSD would become a "multi ICA" for the other three ISAF-RSD classes. The proposal was later withdrawn by the PC and the issue is left to the new PC to be elected later this year.

The IOMICA vote

The vote is about whether the IOM class shall apply for ISAF International Class status. That is affiliating in the normal ISAF way.

It seems like at least some of the nominees to the new ISAF-RSD PC intend to seek other types of affiliation for radio sailing classes to the ISAF. How long such negotiations would take or if they may be successful is of course not known. What is known, though, is that ISAF is moving towards as few organisational exceptions as possible. Within this context, rules and regulations may though be adapted to suit the different disciplines of sailing.

What will and what will not change if the IOM becomes an ISAF Class?

The following will change:

- The class will report to ISAF and ISAF will become the Class Rules Authority.
- The class will have a seat on the ISAF Classes Committee. It is not mandatory to take part at the ISAF annual meetings, but being there is an opportunity to influence decisions and among other things to exchange experience with other classes, meet race officials, and seek race organisers for coming international events.
- The class will be awarded the right to run ISAF approved WCs. That is, the class will not depend on RSD's current special permission to run WCs.

-- The class, if practical, shall have ISAF trained and approve International Measurers (IMs). An IM is an ICA based equipment inspector that assists the race committee at international events. According to the ISAF President, ICA financial constraints can be an example of when it may not be practical.

The following will not change:

- Racing requirements as regulated by the RRS.
- MYA's relation to the RYA.
- The requirement to use Official Measurers at certification control for certification.

With regard to costs:

- ISAF will waive the application fee of GBP 1000. How long this offer will last is not known.
- The class will pay an annual fee of GBP 165.
- A "sticker fee" per newly-registered boat of GBP 5.20 will be paid by the Owner. This is a one time fee and a hull carrying a sticker is a requirement for certification. This fee is based on the average retail price of a boat without sails.

The MYA Statement

It is stated that RSD is "a division of ISAF". As stated above, this is not correct.

"IOM class rule ratification ... would be done by an ISAF committee with little or no radio sailing experience."

The role of a Class Rules Authority is to try to make sure: (A) That the proposed rule achieves what the class owners, as represented by the ICA, wants; and (B) That the rule is clear and thereby does not create problems for others involved such as official measurers, certification authorities, race committees, juries, etc. Regarding (A), it is not unusual that classes do not realise the consequences of a proposed rule text, and a class initially sceptical to the "outside involvement" therefore often comes to appreciate the discussions with the ISAF Class Rules Sub-Committee (CRSC).

The statement that the CRSC should not understand radio sailing is something that cannot be agreed to and I don't know what the writer bases that on.

"For example, the GBR IOM NCA's effort to permit Measurement Forms to be returned to their owners was finally accepted by the 2008 IOMICA voting, but was rejected by ISAF's 'approving' committee that was set up specially to handle the matter in place of RSD"

This a general administration issue and ISAF's response reflected what is the preferred practice. Could hardly be regarded to be a radio sailing issue.

The NZL Statement

The statement lists a lot of consequences of an ISAF affiliation that in reality would not change. It would be good if IOMICA would issue some comments on the NZL statement.

Fragmentation

It has been suggested that ICAs will lead to fragmentation of radio sailing. This could of course be an issue if experience had not shown that ICAs are best at making classes grow. The IOMICA does not seem to be an exception.

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Member of the ISAF Equipment Committee and its two technical Sub-Committees