

There has been considerable interest and debate over the recent resignation of members of the IOM-GBR team and the reasons behind it. The stated reason is apparently due to demands being made by the MYA in regard to the training and certification of official measurers. IOM-GBR rejected all measuring proposals by the MYA on the grounds that “the IOM Class has owners currently better qualified to assess and appoint IOM Class measurers than the MYA”. This statement would indicate that there are IOM Class owners who are not members of the MYA and who possess greater knowledge and ability than those who are, I think not. A basic fact that seems to have escaped IOM-GBR recently is that there isn’t a “them and us” here, there is only “Us”. We are all in this together trying to achieve the same goal and walking away achieves nothing. No doors have been closed by MYA Officers.

Below is the draft discussion document, derived from the World Sailing template formalising the formation of a class association, and proposed to IOM-GBR

#### PREAMBLE:

This Agreement recognizes IOM-GBR to act as the MYA Class Owners’ Group for the IOM.

#### OPERATIVE TERMS:

- 1 IOM-GBR shall organise IOM events according to the MYA’s regulations, as may be varied with the agreement of the MYA.
- 2 IOM-GBR may appoint as IOM Class Measurers those persons meeting the standards required by the MYA and according to the IOM Class Rules relating to measurement and certification.
- 3 Any amendments to or interpretations of the International One Metre Class Rules shall be carried out in accordance with the IRSA Regulations. Proposed amendments to the Class Rules shall be submitted to MYA only by the IOM-GBR.
- 4 This Agreement may be terminated by any of the parties at any time upon giving to the other parties at least six months’ notice in writing or immediately upon notice of breach or insolvency.
- 5 Any dispute arising in respect of this Agreement shall be submitted to a single arbitrator to be appointed in default of agreement by the RYA.

With the exception of 2 very small word changes in items 1 and 3 the only problem raised by this document was item 2 and specifically the words “meeting the standards required by the MYA”. IOM-GBR responded with a different item 2 proposal as below

IOM-GBR to train and appoint their own Class measurers to a level that meets the standards for:

- sail measurement as needed by the RYA on behalf of world sailing
- for hull and appendages as needed to by the requirements of the IOM class rules.  
Maintain an register of approved IOM Class measurers, ensuring their competence is maintained through periodic assessments in line with RYA practices, for the MYA.

So apart from the IOM-GBR doing the training what is the difference? Both proposals require training to either a standard as required by the RYA and the class rules or to standards required by the MYA. Is there any difference between these standards? Not in my view and it would be illogical to have anything different.

It is worth pointing out that, as far as is known, no other NCA (of a full size class or otherwise) in the world has any rights or responsibilities for the appointment of Official Measurers. Hence the MYA’s willingness to delegate appointment, subject to appropriate standards being met, is a first for any NCA and for any national authority on the planet.

For the future, the MYA is developing on-line training for the IRSA classes, such that satisfactory completion of the training allows a candidate to be appointed as the relevant class measurer. Future discussion with the RYA will seek to have the MYA on-line training accepted by the RYA as fulfilling the requirement of Clause 7 of the Memo.

It may be useful background to review the rules on measurement.

Different classes have different arrangements, but the IRSA Classes all require the boat to be measured by an "official measurer". In the IOM class rules, for example, this is rule A.9.1.

"A.9.1 For the certification of a hull all items required by the measurement form(s) to be certified shall be certified by an official measurer"

The words "official measurer" are in bold, so their meaning is given by the Equipment Rules of Sailing (ERS). An official measurer is defined in the ERS at rule C.4.4.

"C.4.4 Official Measurer. A person appointed or recognised, by the MNA"

An MNA is a World Sailing Member National Authority, and in the case of GBR this is the Royal Yachting Association (RYA). The MYA has an understanding with the RYA regarding official measurers, given in the document "RYA - MYA Memo of Understanding". The key provision in this Memo is that the MYA can appoint class measurers provided that these persons meet the requirements of the RYA. This requirement is outlined in Clause 7 of the Memo.

"7 A MYA Class Measurer shall [be qualified] as a RYA Sail Measurer"

In appointing its own MYA class measurers, the Memo also requires such measurers to meet the standards set by the MYA. This requirement is expressed in Clause 6.

"6 To be appointed as a MYA Class Measurer, a Sail Measurer shall both attend and pass the MYA class-specific training or have demonstrated their ability to the satisfaction of the MYA."

The Memo has a grandfather clause, where the RYA agrees to recognise existing MYA class measurers up until 31 December 2022 whether they are RYA qualified Sail Measurers or not, so the requirement of Clause 7 only effectively begins on 1 January 2023. This is provided by Clause 8.

"8 Existing MYA Class Measurers providing a satisfactory standard of performance may continue to practice until the end of 2022 under their existing MYA appointment, at which time their appointment shall terminate."

It is highly likely that due to the delay in sail measuring courses as a result of Covid restrictions that this grandfather clause may will be extended to 31<sup>st</sup> December 2024

My apologies for this being such a long document but anything shorter would necessitate leaving out important points that need to be considered, there is, of course, much more correspondence on this matter and we could go back and forth forever over the finer details but that is of no interest to the vast majority of our members. They just want it sorted! So I would now urge the IOM-GBR to continue moving this forward for the benefit of everyone.