

The Future of ISAF-RSD

ISAF-RSD Permanent Committee

9 March 2009

History & background

“At the International Model Yacht Racing Union (IMYRU) General Meeting at Dunkerque in 1982, it was resolved to adopt the International Yacht Racing Rules (IYRR) and International Yacht Racing Union (IYRU) Measurement Instructions and to follow the IYRU Constitution and Regulations as closely as possible. On 1st May, 1990 the IMYRU became the IYRU – Model Yacht Racing Division (IYRU-MYRD). In its turn, in August, 1996, the IYRU changed its name to the International Sailing Federation (ISAF) and IYRU-MYRD became the ISAF – Radio Sailing Division (ISAF-RSD).”¹

Structurally, ISAF-RSD is itself a “mini” ISAF, with administrative and management roles involving international classes (class rules), radio sailing racing (heat systems, class recognition, international event approval, etc) and advising on Racing Rules of Sailing (RRS) Appendix E through ISAF Member National Authorities (MNAs).

In 2003, ISAF-RSD provided a discussion document² on the future of radio sailing, and identified three options for ISAF-RSD:

1. ISAF-RSD disband and each of the current ISAF–RSD classes affiliate directly to ISAF.
2. ISAF-RSD become an International Radio Sailing Association.
3. ISAF-RSD become an independent – non ISAF affiliated – international organisation.

Responses to the “Future of ISAF-RSD” document were received during 2003 from the International One Metre International Class Association (IOMICA) and from the DMs for AUS, GBR, NED, and RSA. IOMICA noted that “democratic management of the International One Metre (IOM) class at international and national level” was the desired outcome from any changes in ISAF-RSD. The DM for AUS noted that ISAF-RSD should continue as currently constituted as an “Affiliate Member of ISAF” where DMs “are presently working quite successfully, with contact between DMs and MNAs being minimal to none”. The DM for GBR noted “the present body known as ISAF-RSD should continue as an Affiliate of ISAF” and raised concerns about costs. The DM for NED noted support for “changing ISAF RSD to an International Radio Sailing Association” and expressed reservations about the different radio sailing classes having separate Class Associations. The DM for RSA noted that RSD is “and should remain a self-administrated international organisation and as such this would entitle us to remain as an ‘Affiliate Member’” and noted that “we do not believe that the direction of individual Class Associations is the correct way to be going”.

It seems clear that the great majority of DMs were non-committal on the issue of ISAF-RSD’s future. Of 30 DMs, only 4 offered comments on the 2003 discussion document.

ISAF-RSD has, apart from the work done by the Racing Rules Committee and the Technical Committee, been largely inactive for four years.

¹ Norman Hatfield (undated). A HISTORY OF MODEL YACHT RACING. Accessed at <http://www.radiosailing.org/modelhist.html>

² ISAF-RSD (2003). *Radio Sailing and its Future Organisational Relationship with the International Sailing Federation*. Accessed at <http://www.radiosailing.org/articles.html>

Current ISAF structure

ISAF structures itself into two fundamental parts. One part deals with the management and administration of sailing in general, with all of the day-to-day matters delegated nationally to MNAs. The other part deals with class issues for ISAF classes – international classes and recognised classes – where each ISAF class is represented by an International Class Association (ICA).

According to the ISAF Regulations, the following have right to submission to Council (i.e. to fully participate in ISAF affairs): Member National Authorities, International Class Associations, the Executive Committee, the ISAF Committees established by the Council, the Women’s Forum, and the President.

Since the 2003 ISAF-RSD request for comments, ISAF has re-structured itself, and continuing with the current structure and status of the ISAF-RSD is no longer an option. ISAF has decided to eliminate “Divisions” for different disciplines of sailing, and the ISAF-RSD now needs to fit within the “established” ISAF structure of ICAs and ISAF Committees.

The decision for ISAF-RSD

Should ISAF-RSD disband, or transform into a new body within the ISAF structure?

If ISAF-RSD should disband, the remaining matter of business is the return of existing funds to the DMs. Appendix A discusses some consequences of such a decision.

If RSD should transform, the result is proposed to be an International Radio Sailing Class Association (IRSCA) which would take responsibility for the Marblehead, 10 Rater, and “A” Classes.

ISAF class status

Each ISAF class has a number of rights. Foremost are the right to hold World Championships, the right to make submissions to ISAF, and to a seat on the ISAF Classes Committee.

The responsibilities of the class include maintaining its class rules in the ISAF standard format, proposing rule changes and rule interpretations, and providing reports to ISAF on its activities.

For its classes, ISAF co-operates with the class in approving Class Rule changes and issuing Class Rule interpretations.

In seeking recognition and taking responsibility for the Marblehead, 10 Rater, and “A” Classes, IRSCA would be seeking to have each of these three classes recognised as an ISAF Class. It is expected that IOMICA will also seek ISAF recognition for the IOM class. A number of technical and financial criteria must be met:

1. Management

Each class would need to demonstrate active Class Associations.

This criterion would be met by identifying ISAF-RSD as the relevant active International Class Association for each class in the past, and the ISAF-RSD Division Members as the relevant National Class Associations in the past.

2. Constitution

Each class needs an approved constitution.

This criterion would be met by presenting the IRSCA Constitution.

3. International distribution and number of boats

Each class would need to demonstrate minimum numbers of boats actively racing in a minimum number of countries and continents.

It is anticipated that ISAF will require the radio sailing Classes to meet criteria which are the same as the Windsurfer criteria for International Class status and Recognised Class status.

The Marblehead class would probably meet the criteria for International Class status.

The Ten Rater could meet the criteria for Recognised Class status.

The A class could meet the criteria for Recognised Class status.

4. Class rules

Each class would need to have its class rules in the ISAF Standard Class Rules format, adopting the Equipment Rules of Sailing.

This criterion would be met by the Marblehead and 10 Rater classes. It would not be met by the "A" Class.

5. New boats provide an ISAF sticker fee

In each class, an ISAF fee is to be paid for each new boat built.

It is likely that this would be something like GBP 5.

The classes, in co-operation with ISAF, would need to construct methods of collecting such fees.

6. ISAF Annual Class Fee

Currently GBP 165.

7. Application fee

Each class should pay an application fee to ISAF.

ISAF has indicated that this fee may be waived in the case of the existing ISAF-RSD classes.

Process

The question "Should ISAF-RSD disband, or transform into a new body within the ISAF structure?" should be put to DM vote at an electronic (i.e. postal/e-mail) Extraordinary General Assembly, where the issue of the future of RSD is the only item on the agenda.

Each Division Member shall be entitled to one vote. The decision shall be taken by a simple majority of the votes cast. In the event of an equality of votes, the Chairman of the EGA (the Acting Chairman of RSD) shall have a casting vote.

Submissions to ISAF must meet an ISAF deadline of 1 August 2009. To meet this deadline, the timetable is as follows:

March & April: Consult and debate with DMs.

1 May: Voting papers and documents are issued to Division Members. The motion on the voting paper is final.

1 July: The votes of the DMs shall be received. Votes may be submitted by post, by fax, or by e-mail, to addresses provided by the Secretary of the ISAF-RSD.

2 July: The votes shall be published on the ISAF-RSD Web site. In the case of a "No" vote, ISAF-RSD shall return unused funds to the DMs.

1 August: In the case of a "Yes" vote, a documentary submission to ISAF shall be made for recognition of the three radio sailing classes to be represented by IRSCA, laying out the background and providing the necessary papers.

EGA motion

One motion is submitted by the ISAF-RSD PC to the EGA:

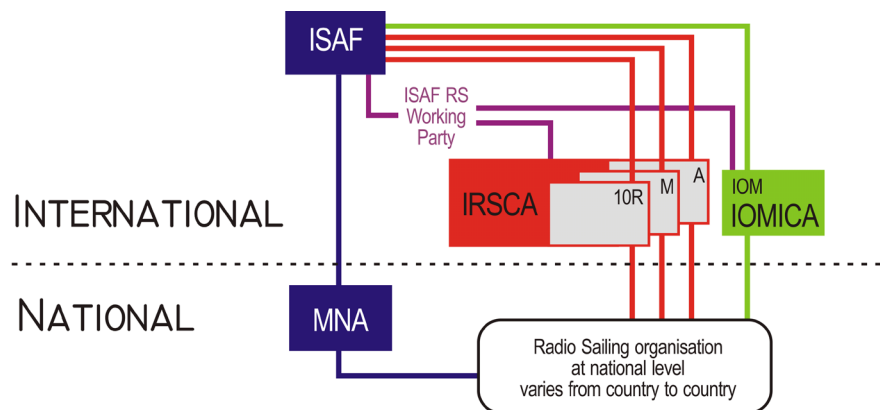
The ISAF-RSD shall transform into an ISAF-recognised International Radio Sailing Class Association for the M, 10R, and A classes.

Establishing IRSCA and an ISAF Radio Sailing working party

If ISAF-RSD seeks recognition from ISAF for the three radio sailing classes represented by IRSCA, it may be expected that ISAF will in turn establish a Radio Sailing Working Party to guide and assist this process, to deal with post-recognition issues, and most importantly to provide continuity to the radio sailing community of owners and officials.

In association with the radio sailing class associations (IRSCA and IOMICA), it is expected that the Radio Sailing working party will be involved in consulting on changes to Appendix E, in establishing standard templates for radio sailing event scoring (HMS), sailing instructions (SSIs), notices of race (NoR), and umpiring (Appendix Q and Addendum Q), and advising ISAF on radio frequency matters and safety matters.

The following diagram illustrates the proposed arrangements if the RSD transforms into IRSCA, and the table below illustrates the roles and responsibilities of the ISAF, the class associations, and the Radio Sailing working party.



ISAF	Working Party	Classes (IRSCA, IOMICA)
ISAF Classes	Appendix E Submission Consultancy	Appendix E Submission Rights
Appendix E	Event Scoring System Templates	Class Rules – Standard Class rules Format
Class Rules Interpretation	Frequency Issues	Event Scoring System
Class Rules Changes	SSI Template	Event Calendar & Administration
	NOR Template	Proposals for Class Rules Interpretation
	Safety Issues	Proposals for Class Rules Changes
	Appendix / Addendum Q - Umpiring	
	ISAF Race Officials	
	MNA – Radio Sailing NCA Relationships	

Division Members are national authorities for radio sailing and have integration with or affiliation to their MNAs as appropriate. As and when the IRSCA replaces the ISAF-RSD, there will not be any necessary changes to current national structures at this level.

Appendix A

Radio sailing independently

Some discussion might be helpful for owners and sailors thinking about whether ISAF-RSD should transform to a new international radio sailing class association within ISAF.

Integrating with ISAF would mean that the Racing Rules of Sailing Appendix E would continue to be published and maintained.

Integrating with ISAF would mean that sailors would retain their eligibility and be able to take part in world championships organised by ISAF classes.

Most significantly, though, it would mean that race officials who hold ISAF or MNA certification (national and international judges, umpires, race officers, and equipment inspectors) would be able to be involved in radio sailing events at all levels, particularly at national and international events.

The “ISAF standard” model sees an owner as having two major connections to racing – through a club, and through the class of the boat being raced.

It is a club which supports an event. Apart from the obvious matters such as waters, clubhouse, buoys, rescue boat, and so on, the most significant matter is that the Organising Committee provides Officials. Officials are needed so that the event runs “according to the rules”, and depending upon the event these Officials (Race Officers, Judges, Equipment Inspectors, and possibly Umpires) will need to be persons who hold qualifications from the relevant licensing authority.

It is the Class Owners Association which promotes the boat – the “equipment” used in the event. The class association manages the Class Rules.

In almost all cases, the “relevant authority” is the ISAF-recognised National Authority or one which is affiliated or recognised by the MNA. All Officials (both Club and Race officials) are expected to uphold the aims and objectives of the MNA and of ISAF, and to conduct themselves according to the Rules and Regulations of both.

Any group of sailors can get together and hold the equivalent of a club event. They could be assisted by licensed officials, they could hold the event at an affiliated club, and no comment would be likely.

Sailors who wished to promote and run an event such as a “National Championship” or an International event would find it easy and straightforward to obtain assistance from clubs and officials when such events are affiliated in some way to the MNA. The reason is simple: all affiliated clubs and licensed officials have undertaken agreements to support the aims and objectives of ISAF and MNAs.