

INTERNATIONAL ONE METRE INTERNATIONAL CLASS ASSOCIATION

DISCUSSION PAPER

APPOINTMENT OF NATIONAL CLASS ASSOCIATIONS

Major Draft Version 2.1 dated October 2, 2001

1. ABBREVIATIONS

CS	Class secretary in a DM
DM	Division Member of the RSD
ICA	International Class Association
IOM	International One Metre
ISAF	International Sailing Federation
MNA	Member National Authority of the ISAF
NCA	National Class Association
NCS	National Class Secretary
RRACIC	Rules and regulations for the adoption and control of International Classes
RSD	Radio Sailing Division of the ISAF

2. DEFINITIONS

Boat	A boat that may comply with the IOM class rules.
Registered Boat	A Boat issued with a hull number.
Certificated Boat	A Registered Boat with a current, valid certificate.
IOM	A Certificated Boat maintained in accordance with the IOM Class Rules.
Owner	A person who owns at least one Registered Boat.
Registered Owner	An Owner who is a current, paid-up member in good standing of an IOM NCA, or listed and in good standing with an IOM NCS.
Certificated Owner	A Registered Owner who owns at least one Certificated Boat.
Member NCA or NCS	A NCA or NCS that has been granted membership of the World Council.

Officer	One of the IOM ICA Executive Committee. The definition excludes any member of an IOM ICA Executive Sub-committee being defined as an Officer.
World Council	The governing body of the IOM ICA.
World Council Member	An Officer, a Representative of a Member NCA, or a Member NCS.
NCA Constitution	A constitution which defines the duties of the NCA with regard to its representation of the Owners in its country.
NCS Memorandum	A Memorandum of Understanding drawn up between a NCS and the IOM ICA Executive Committee which defines the duties of the NCS with regard to its representation of the Owners in its country.
NCA Memorandum	A Memorandum of Understanding drawn up between a DM and the IOM ICA Executive Committee which defines the duties of the DM with regard to its representation of the Owners in its country.

3. BACKGROUND

The sport of radio sailing worldwide is administered by the ISAF-RSD. Membership of the ISAF-RSD is granted to MNAs, most of whom delegate this membership to DMs under an agreement between the MNA and DM concerned. Note that this agreement between the MNA and the DM may, or may not, cover such issues as whether the MNA delegates measurement responsibilities, certification responsibilities, event management responsibilities, and so on.

The ISAF-RSD itself is an Affiliate Member of the ISAF, the body which administers sailing itself worldwide. The ISAF has a standard “model” for how it structures sailing, as shown in Diagram 1.

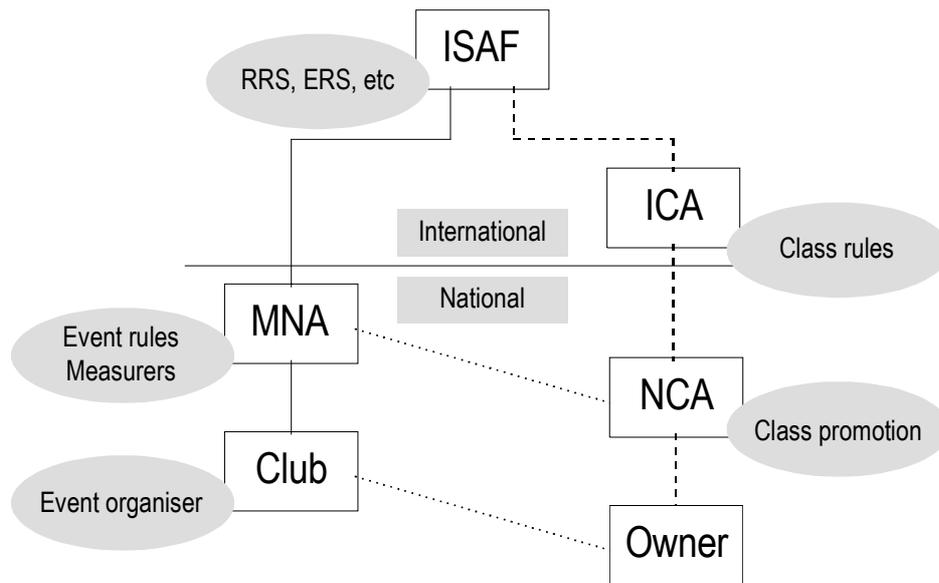


Diagram 1: The ISAF standard “model”

According to the ISAF standard model, the class is managed by its class association, separately from the management of other aspects of sailing and racing.

4. CURRENT INTERNATIONAL CLASSES

The IOM is a class of boat that is recognised as an International Class by the ISAF-RSD. For a class to be a recognised International ISAF-RSD Class, it must come under the governance and management of its International Class Association, as specified by the ISAF-RSD Rules and Regulations for the Adoption and Control of International Classes (the RRACIC). The IOM, a recognised ISAF-RSD International Class, is in principle managed by its International Class Association (ICA). There has been no IOM ICA so far, so it is the ISAF-RSD itself which has acted as the ICA to date and which has undertaken all those ICA duties that are required of an International Class. For example, the ICA of a recognised International Class is generally responsible for the Class Rules. Because there is no IOM ICA, it is the ISAF-RSD that has taken responsibility up to now for the IOM Class Rules instead. This situation is represented in Diagram 2.

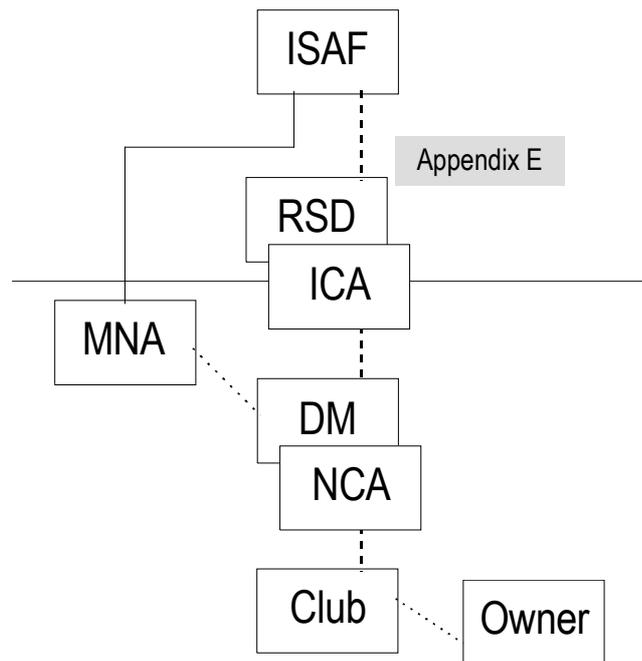


Diagram 2: The current radio sailing situation

5. CURRENT NATIONAL CLASS MANAGEMENT

In turn, the IOM ICA would ask the various IOM National Class Associations (NCAs) to look after the IOM class in their countries. But there are no IOM NCAs either. So, until such time as they appear, the ISAF-RSD asks its Division Members (DMs) to look after the IOM in their countries. The DM acts in place of, and as though it was, an IOM NCA. Most DMs promptly appoint a class secretary (CS) or class registrar to do this job. So in any country, the CS in the DM registers boats, issues certificates, helps with voting on proposed class rule changes, and so on, on behalf of and instead of the NCA for the IOM International Class. The CSs report to their DMs, and the DMs report back to the ISAF-RSD.

Diagram 2 shows the significant difference between the ISAF standard “model”, and the current radio sailing situation, which is the lack of an independent class association. This means, in particular, that there is no direct Owner input or representation on IOM class issues.

6. NOTE ON NON-INTERNATIONAL CLASSES

None of this is relevant to a class that is not a recognised ISAF-RSD International Class. Other (non-International) classes are simply classes established by their DMs and are governed by their DMs, probably through a CS, using the DM policies, byelaws, and rules. These classes would not have an ICA, would have almost nothing to do with the ISAF-RSD directly, would not have International Class Rules, and would not use the ISAF or ISAF-RSD Regulations.

It is important to distinguish between a class which might have a strong following around the world and thus be sailed internationally, between an International Class which might be adopted as a national class by a DM, and between an International Class which might be recognised by a DM as an International Class sailed in its country.

For example, the “RC Laser” is a class that has a strong following around the world and is sailed internationally, but it does not have International Status.

For example, the “AMYA Marblehead” is not an “International Marblehead”. The AMYA Marblehead is a national class of the AMYA, a class which is similar to, but different from, the International Marblehead, because it has different class rules. On the other hand, for example, the “AMYA IOM” is an “IOM”. The AMYA has adopted the IOM by adopting the IOM Class Rules *in toto*, without amendment, addition, or exception. In this case, all AMYA IOMs measure as International One Metres.

For example, the MYA has recognised the IOM as an International Class sailed in the UK.

7. DEVELOPING A SEPARATE IOM ICA

As and when the IOM ICA comes into being legally, it takes over from the ISAF-RSD all relevant class responsibilities and duties. Diagram 3 shows the IOM ICA split off from the ISAF-RSD.

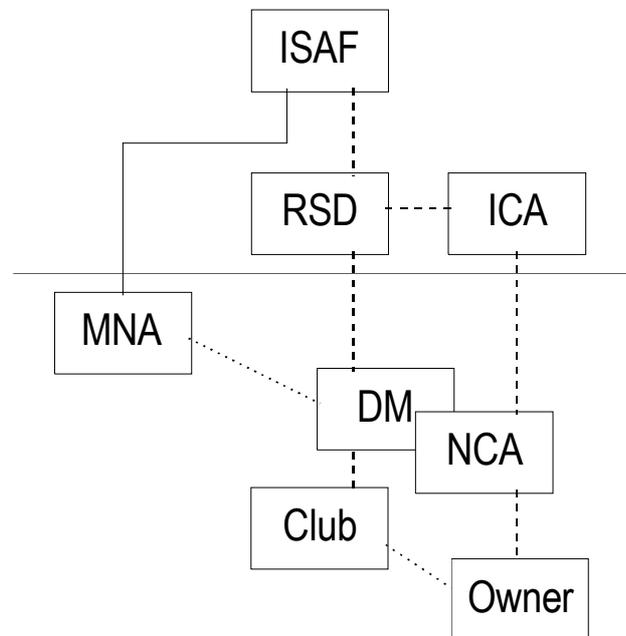


Diagram 3: The near-future for the IOM

8. DEVELOPING IOM CLASS REPRESENTATION NATIONALLY

There is a problem for the IOM ICA as it contemplates taking over responsibility for the IOM as an International Class. In theory, it should immediately recognise NCAs in each of the countries in which IOMs are sailed, and then delegate national IOM class responsibilities to those NCAs, as well as involving those NCAs in the management of the class at an International level. In practice, there are no IOM NCAs, and, worse, there are not likely to be any IOM NCAs in the immediate future.

To deal with this problem, two approaches have been identified.

- 8.1. In one approach, the IOM ICA recognises and works with a new entity called an IOM National Class Secretary (NCS), a "one-man NCA". This IOM NCS will be an individual Owner recognised by and responsible to the IOM ICA. The idea is, knowing that a DM already has someone who has CS responsibilities and duties for the IOM class in their country, the IOM ICA suggests that this someone could be appointed as the IOM NCS and exercise all relevant IOM responsibilities.
- 8.2. In the second approach, given that a DM already has NCA responsibilities and duties for the IOM class in their country, the IOM ICA suggests that the DM could be appointed as the IOM NCA.

It is possible that an existing DM CS doesn't want to become the IOM NCS (the "one-man NCA") or that the DM does not want their CS to become the NCS. It is also possible that a DM does not want to formally act as the IOM NCA. In such situations, some other person or organisation would apply to the IOM ICA for recognition as a NCS or NCA.

9. DIFFICULTIES WITH NCS, AND WITH DM ACTING AS NCA

The IOM ICA will continue to work towards the creation of independent NCAs in every country where IOMs are raced. In the long term, neither NCSs nor DMs acting as NCAs are acceptable solutions.

- 9.1. The NCS, acting as a "one-man NCA", has a difficult job from a practical point of view. The NCS may well have a problem with regard to how they are appointed and elected to their position, and to how they are seen as representative of their Owners.
- 9.2. The DM recognised as a NCA effectively serves two masters. On the one hand, the DM must attempt to serve the interests of the RSD and the management of radio sailing in their country, and on the other they must attempt to serve the interests of their IOM Owners and the IOM ICA. That conflict of interest would make it difficult for the job to be done satisfactorily, and, perhaps more importantly, to be seen to be done fairly and without bias.

There is an additional issue, and that is the future role of the DM as and when the future role of the ISAF-RSD becomes established within the ISAF structure. These future roles are, at present, uncertain and undecided. Diagram 4 illustrates one speculative far-future possibility.

10. CONDITIONS FOR RECOGNITION OF NCS OR DM ACTING AS NCA

Despite the difficulties outlined above, the IOM ICA believes that it is feasible and practical to appoint NCSs, or to appoint DMs acting as NCAs, under the following two essential conditions.

- 10.1. A NCS or DM acting as NCA shall ballot their Registered Owners or Certificated Owners as relevant on all World Council resolutions, either ordinary or Special.
- 10.2. A NCS or DM acting as NCA shall vote on the IOM World Council according to the outcome of the ballot.

In the case of the DM as NCA, a further condition is necessary:

- 10.3. A DM acting as NCA shall uphold and follow the IOM ICA Constitution and Regulations in all matters relating to the IOM class, and where any conflict arises between the IOM ICA Constitution and Regulations and any DM Constitution or Regulations in any matter relating to the IOM, those of the IOM ICA shall take precedence.

The near future for the IOM thus involves the use of DMs as NCAs, adding the essential ingredient missing from the current radio sailing situation when this is compared against the ISAF standard model – the direct inclusion of the Owners in class issues.

11. THE FAR FUTURE

The final diagram is speculative, and is not part of IOM ICA policy. Nevertheless, it serves to illustrate one possible development of Diagram 3, to bring international radio sailing as close as possible to the ISAF standard model.

In Diagram 4, the ISAF-RSD disappears as currently constituted, and reappears in another guise, as a sub-committee of the ISAF dealing with radio sailing issues – the ISAF-RSC, the Radio Sailing Committee.

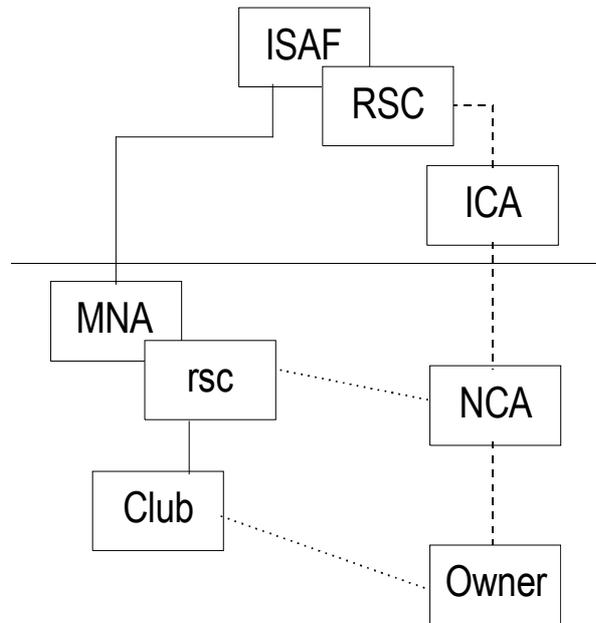


Diagram 4: The far future for the IOM?

Similarly, the DM disappears, and reappears as the radio sailing sub-committee of its MNA. This transformation, however, is not nearly so straightforward in the case of a DM which is not an MNA or MNA sub-committee, and is particularly so in the case of a DM with a patchy or non-existent record of liaison and co-operation with its MNA.