

### Subsidiary World Championships

#### Regulation 25.2.6

A submission from the Chair of the Women's Forum

#### Purpose or Objective

To encourage accessibility to and retention of women in the Olympic pathway.

#### Proposal

Amend regulation 25.2.6 and add a new regulation 25.2.6.1.

25.2.6 Those competing for a subsidiary World Championship shall race as a separate fleet, **with the exception of age-defined Girls and Boys World Championships who may choose not to race as a separate fleet.** The number of participating entries in this fleet shall meet or exceed the number of entries shown in the table in regulation 10.4(b), and the fleet shall include entries from more than one continent.

**25.2.6.1 Classes chosen for women as equipment for future Olympic Games or classes used for girls at the ISAF Youth Sailing World Championships shall not be required to meet the criteria on number of entries, and if they have met the number of continents in regulation 10.4(b) shall still be entitled to award an age-defined subsidiary World Championship title.**

#### Current Position

As above.

#### Reason

By their very nature as being “restricted” to a defined type of entry, subsidiary World Championships will attract fewer numbers than the main Class World Championships. So possibly, some dispensation or reduction in entry, country and continent number requirements could be considered.

The challenge lies with the current entry criteria of at least 30 entries. There is no minimum number of countries defined in the ISAF Regulations for subsidiary World Championships, but invariably the number of countries and number of continents far exceed the numbers required for World Championships awarded under Regulation 25.2.1, as set out in the table in Regulation 10.4(b). The way the ISAF Regulations are written, a Class can effectively be denied the right to hold a Worlds, if it has missed the 30 entry requirement by 1 entry. This is of course detrimental to encouraging age-defined (junior/youth) sailing, and we feel a system should be considered with some flexibility on number of entries.

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It is crucial for the development and promotion of the sport that World Championships are hosted in events outside of Europe. That principle also applies for subsidiary World Championships. However, by their nature of being “restricted” to a defined type of entry, subsidiary World Championships can find it harder to meet the ISAF participation requirements when outside Europe and there could be some form of dispensation on number requirements to encourage Classes to take their subsidiary Championships beyond Europe.

Specifically for Olympic Classes, the subsidiary Worlds for Junior/Gender enable the transition to senior fleet sailing. They also enable junior teams to achieve front of fleet results, which is crucial to demonstrate their skill level amongst their peers and enable them to seek funding from top results in a junior fleet. This is not so easy if a team finishes 45th out of say a sixty boat fleet, despite being amongst the top sailors in their age group.

We need to be encouraging junior and women’s participation – not making it too hard. But equally we all recognize the objective to award credible “World Championship” titles, based on a combination of entry, country and continent representation/criteria. If there is a pattern where some Classes are struggling to meet the number of entries, but have high country and continent numbers, then it most probably means the entry numbers in the ISAF Regulations need review.

Of course, Classes shall be obligated to attract as high entry numbers as possible, and this would always be the goal, but sometimes it is just not possible.

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