

## Subsidiary World Championships

### Regulation 25.2.6

A submission from the International 470 Class Association, International 49er Class Association, International RS:X Class Association, International Finn Class Association, International Nacra 17 Class Association, International Laser Class Association, the Chairman of the ISAF Classes Committee

#### Purpose or Objective

To encourage the Olympic pathway, that Regulation 25.2.6 be amended to support subsidiary Junior/Youth and Women's World Championships by providing flexibility on the number of entries required to meet ISAF participation levels.

#### Proposal

To amend regulation 25.2.6 as follows:

25.2.6 Those competing for a subsidiary World Championship shall race as a separate fleet. The number of participating entries in this fleet shall meet or exceed **80% of** the number of entries shown in the table in regulation 10.4(b), and the fleet shall include entries from more than one continent

#### Current Position

As above

#### Reason

1. 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.
  2. 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, by applying a defined percentage to be met.
  3. 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
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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 entry requirements when outside Europe and there should be some form of dispensation on entry requirements to encourage Classes to take their subsidiary Championships beyond Europe.

4. Specifically for Olympic Classes, the subsidiary Worlds for age-defined/gender defined encourage and 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 based on 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.
  5. 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 participation levels. However, if there is a pattern where in some years Olympic Classes are struggling to meet the number of entries, it most probably means the entry numbers in the ISAF Regulations need review.
  6. Of course, Olympic Classes are obligated to aspire to attract as high entry numbers as possible, and this would always be the goal.
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