ISAF Guidelines to Candidates for the 2014 ISAF Sailing World Championships
Table of Contents

1. General 3
2. The Role of ISAF after the Bid Process 4
3. The role of the Member National Authority 5
4. Fees Charged by ISAF 5
5. Entries 5
6. Marketing and Media 5
7. The Events, Classes & Quotas 6
8. Maximum Number of Participants 6
9. Schedule of the Event 7
10. Format of Racing – Fleet Racing 8
11. Format of Racing – Match Racing 8
12. ISAF Officials, VIPs and Personnel 8
13. Venue Facilities 9
14. Additional requirements 11
15. Mooring Facilities 11
16. Official Boats 11
17. Sailors' facilities and Changing Rooms 12
18. Medical & Doping 12
19. ISAF Facilities at the Venue 12
20. Accommodation 13
21. Equipment 13
22. Scoring & Results 14
23. Documentation 14
24. ISAF Documents relating to the Event 15
Appendix 1 16
Appendix 2 17
25. Contact 21
1. **General**

1.1 **Mission**
The ISAF Sailing World Championships is the most important sailing event for the Olympic Classes next to the Olympic Sailing Competition.

1.2 **Frequency of the event**
The ISAF Sailing World Championships shall be organized every four years, two years before the Olympic Sailing Competition.

1.3 **Event Title**
The official title of the event shall be ‘2014 ISAF Sailing World Championships' and this title must be used in every relation with the event. The Championships may also be referred to as the 'ISAF Worlds', with or without the year. The organizers need approval for any translation of the title for the use in the language of the host nation if the official language of the host nation is other than English.

1.4 **Event Dates**
The Championships should be scheduled to take place in August or September as per ISAF Regulation 17.2.5. Please note the ISAF Executive may change this date when there is good reason.

1.5 **Classes Participating**
All classes chosen as equipment for the Olympic Sailing Competition shall be on the programme of the Championships, also to be referred to as ‘event’ of the Championships. No other classes or events are to be part of the Championships.

1.6 **Olympic Classes Contract**
Before selection as Olympic equipment, the classes are committed to participate in the event by contract.

1.7 **Bid process**
ISAF has appointed an Evaluation Commission to evaluate the bids. The Evaluation Commission will hold a meeting at the ISAF Secretariat in January 2011 to receive bid presentations for the 2014 Championships. A schedule will be offered, to arrange a time for each presentation. Approximately two hours will be scheduled for each bid. The bidding cities may be represented by a maximum of five persons.

The Commission will make their recommendations to the Executive Committee at their February 2011 meeting.

The Executive Committee will confirm the venue for the 2014 ISAF Sailing World Championships following their February 2011 meeting.

There will be no visits by the ISAF Evaluation Commission or by members of the ISAF Executive Committee to the bidding cities or direct approach from the cities to Commission members or ISAF Executive Committee members, for the promotion of their candidature. If an ISAF committee/commission member must travel to a city for any reason, the city may not take advantage of this occasion for the promotion of its candidature, nor cover the costs and other expenses linked to such a visit, in particular, travel and accommodation costs.
2. The Role of ISAF after the Bid Process

2.1 To appoint one ISAF Technical Delegate and one Marketing Delegate who will represent ISAF in its relations with the Organizing Committee, during the years of preparation and at the Championships in addition to the ISAF Secretary General.

2.2 Site Visits for the ISAF Technical Delegate and Marketing Delegate shall be the financial responsibility of the Organizing Committee. Site visits or meetings with the Organizing Committee will be held on a bi-annual basis either at the venue or at the ISAF offices.

2.3 Technical Support

(a) To approve the concept of the sailing venue.
(b) To advise and approve on the specification and technical aspects of the venue.
(c) To approve any subsequent changes in the venue specification.
(d) To approve and subsequent changes in the look and feel and branding plan of the venue.
(e) To consult and assist in the appointment of the Competition Manager.
(f) To negotiate and agree the Championship’s agreement with the Organizing Committee.
(g) To establish the format of competition and the schedule for the Championship, considering the characteristics of the venue and the equipment selected
(h) To establish and operate the qualifying system for the Championship.
(i) To establish and operate the qualifying system for the Championship.
(j) To propose the ISAF Officials to be appointed according to ISAF regulations.
(k) To work with the Organizing Committee on the preparation and organization of test events (if any).

2.4 Marketing, Media, Sponsorship and Communication Support

(a) Co-ordinate a joint marketing and media plan with the Organizing Committee
(b) To guide the sponsorship rights and sales plan with the Organizing Committee
(c) To appoint the international TV production and distribution partner
(d) To appoint a race communication technology partner to oversee, timing, scoring, tracking and data presentation
(e) To approve all branding, marketing and communication material
(f) To support the development of and approve the venue branding plan
(g) Guide and support the event website and content
(h) Advise on the press plan and venue facilities
(i) To approve ISAF and VIP arrangements.
(j) To approve the corporate hospitality and VIP facilities on and off shore
(k) To approve the arrangements, programme and scripts for the official ceremonies.
3. **The role of the Member National Authority**

3.1 All bids shall be supported by a recommendation of the ISAF Member National Authority (MNA) in the host country.

3.2 There shall normally be only one bid per country. However ISAF may accept more than one bid per country if the ISAF Member National Authority decides that it has equal good propositions for the Championships. In such case all bids need to be clearly supported by the MNA and ISAF needs to give permission of allowing more than one bid.

3.3 The MNA’s are expected to confirm that they know the contents and terms of the contract between the International Sailing Federation and Organizing Committee.

3.4 The MNA, in support of the Championships, will assist both the organizers and ISAF by providing advice and technical support to the Championship in order to be run successfully.

3.5 Any if there is a conflict with national rules and regulations the ISAF rules shall apply.

4. **Fees Charged by ISAF**

The following fees shall be charged to the Organizing Committee by ISAF.

(a) A sanction fee

(b) Television production and distribution

(c) Race communication technology

Please contact ISAF for full details of the Sanction Fees.

5. **Entries**

5.1 All entries shall be made according to an ISAF approved qualification system and the administration of entries, entry payment and accreditation shall be done by the Organizing Committee through the Event Website (in conjunction with ISAF).

5.2 Entry Fee

There shall be an entry fee to be paid by the competitors, to be approved by ISAF. An additional entry fee, approved by ISAF, will have to be collected for and on behalf of the class organizations. The entry fee shall include VAT if applicable.

6. **Marketing and Media**

6.1 Media Rights

All image and moving image rights for the Championships are the property of ISAF although for the duration of the Championships and up until one year after, the image rights (subject to contract) may be given to the Organizing Committee, Event Sponsors and accredited media/broadcasters.

6.2 Marketing, media and sponsorship support

The ISAF Marketing and Media team is responsible for guiding and approving the marketing, media and sponsorship of the Event. The Event will be expected to recruit all personnel or appoint agencies to execute a world class programme.

6.3 MNA Sponsor village

Competing MNA and classes must be given an opportunity for creating a guest/sponsor area for their own sponsors within an area in/near the venue at a cost to be approved by ISAF.
6.4 Facilities and Equipment for the Host Broadcaster

The Organizing Committee should budget for equipment and facilities for use by the Host Broadcaster. This includes:

(a) Supply of a Host Broadcast building (with facilities), which has a suitable, secure outside area for broadcast truck(s).
(b) Technical links and screens at the venue (spectator area/press centre),
(c) Outside Broadcast truck with satellite uplink (satellite link time will come from TV fee)
(d) Helicopter for use for 4 hours per day, which is suitable for TV sports production.

Please contact ISAF for further details.

6.5 Boats for the Media

Section 16 (Official Boats) details the boats that should be supplied for Press and TV.

6.6 Press Centre

The Press Centre should accommodate up to 350 press officers and must be of a major international sporting event standard.

Press Guidelines for a guide on the facilities expected and how to run a successful event for the media can be found at: http://www.sailing.org/33422.php

7. The Events, Classes & Quotas

<table>
<thead>
<tr>
<th>Event</th>
<th>Class</th>
<th>Entry quota</th>
</tr>
</thead>
<tbody>
<tr>
<td>Men’s Windsurfer</td>
<td>RS:X</td>
<td>120</td>
</tr>
<tr>
<td>Women’s Windsurfer</td>
<td>RS:X</td>
<td>80</td>
</tr>
<tr>
<td>Men’s One Person Dinghy</td>
<td>Laser</td>
<td>150</td>
</tr>
<tr>
<td>Women’s One Person Dinghy</td>
<td>Laser Radial</td>
<td>120</td>
</tr>
<tr>
<td>Men’s One Person Dinghy (Heavy)</td>
<td>Finn</td>
<td>80</td>
</tr>
<tr>
<td>Men’s Two Person Dinghy</td>
<td>470</td>
<td>120</td>
</tr>
<tr>
<td>Women’s Two Person Dinghy</td>
<td>470</td>
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<tr>
<td>Skiff</td>
<td>49er</td>
<td>100</td>
</tr>
<tr>
<td>Men’s Keelboat</td>
<td>Star</td>
<td>80</td>
</tr>
<tr>
<td>Women’s Match Racing</td>
<td>Elliott 6m</td>
<td>32</td>
</tr>
</tbody>
</table>

The table above shows the Events, Classes & Quotas for the 2011 ISAF Sailing World Championships. These are all subject to change for the 2014 Championships and should be treated as a guide only.

As a principle no start (fleets) should have more than 60 boats. Over 60 entries the fleets may be divided in fleets.

8. Maximum Number of Participants

<table>
<thead>
<tr>
<th>Class</th>
<th>Number of entries</th>
<th>Number of Sailors</th>
</tr>
</thead>
<tbody>
<tr>
<td>RSX – Men</td>
<td>120</td>
<td>120</td>
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<tr>
<td>RSX – Women</td>
<td>80</td>
<td>80</td>
</tr>
<tr>
<td>Laser Radial</td>
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<td>120</td>
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<td>Laser</td>
<td>150</td>
<td>150</td>
</tr>
<tr>
<td>Finn</td>
<td>80</td>
<td>80</td>
</tr>
</tbody>
</table>
470 – Men  120  
470 – Women  80  
49er  100  
Star  80  
Elliott 6m  32  
Total   962

470 – Men  240  
470 – Women  160  
49er  200  
Star  160  
Elliott 6m  96  
Total   1406

The table above shows the maximum number of participants based on the quotas for the 2011 ISAF Sailing World Championships. These are all subject to change for the 2014 Championships and should be treated as a guide only.

9. Schedule of the Event

<table>
<thead>
<tr>
<th>Day</th>
<th>Laser</th>
<th>Laser Radial</th>
<th>Star</th>
<th>Finn</th>
<th>RS:X M</th>
<th>RS:X W</th>
<th>49er</th>
<th>470 M</th>
<th>470 W</th>
<th>Elliott 6m</th>
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<tbody>
<tr>
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<td>R*</td>
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<td>R</td>
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<tr>
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<td>16</td>
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<td></td>
<td></td>
<td>R</td>
<td>R</td>
<td>R*</td>
</tr>
</tbody>
</table>

Re – Registration  
M – Measurements  
R – Racing  
R* – Racing and Medal Race  
RD – Reserve Day  
The table above is for guidance only.
10. **Format of Racing – Fleet Racing**

10.1 For each event the regatta will consist of an Opening Series and a Medal Race.

10.2 The ten boats ranked highest in the Opening Series will be assigned to compete in the Medal Race.

10.3 For boats not assigned to compete in the Medal Race the Opening Series will be extended by one more race.

10.4 If an event has 60 or fewer entries, it will race the Opening Series in one fleet.

10.5 If an event has more than 60 entries, it will race the Opening Series in multiple fleets. The Opening Series will then consist of a Qualifying Series and a Final Series.

10.6 The format may be changed by ISAF.

11. **Format of Racing – Match Racing**

11.1 32 teams are included in the World Championships in four equal ability groups. There is a single round robin followed by the knock out series and a final gold, silver and bronze round robin for the teams that did not make the quarter finals.

11.2 The top two teams in each of the initial round robin groups proceed to the quarter finals and the third and fourth teams proceed to a gold group and compete in a round robin series for ninth to 16th place. The remaining teams compete in silver and bronze round robin groups for 17-32 place.

11.3 All Matches from the quarter finals to the finals are the first to three points.

11.4 All flights are four matches.

11.5 The format may be changed by ISAF.

12. **ISAF Officials, VIPs and Personnel**

12.1 The following people will be present at the Event:

- 1 President and 1 Secretary General*
- 8 ISAF Executive Committee members
- 1 Technical Delegate*
- 1 ISAF Marketing Delegate
- 45 Judges and Umpires (International)*
- 8 ISAF Course Representatives*
- 8 ISAF International Measurers*
- 3 Measurement Committee*
- 1 ISAF News Editor
- 4 ISAF Staff
- 8 Class PR specialists*
- 8 Class official representatives
- In addition, 25 day accreditation passes should be reserved for ISAF VIP guests

12.2 Travel, Food & Accommodation for ISAF Officials

The travel, food and accommodation for the ISAF Officials indicated with a * in Section 12.1 shall be the financial responsibility of the Organizing Committee.
13. **Venue Facilities**

13.1 Number of Venues

ISAF prefers to stage the event as ‘compactly’ as possible, to emphasize the feel that this is one Championship. The venue should have a central area which is the ‘heart’ of the Championship.

The number of venues is not pre-determined, however, distance between the venues and the location of the Championship head quarters, the overall size of the venue, and the plan for communications and logistics are vital issues.

The central area should include a race village for spectators and sailors and should be close to the race management facilities and boat parks. The public should be able to view the boat parks, preparation areas and launching areas.

13.2 Competition Areas

The number of the competition areas shall be between 5 and 8 depending on the prevailing wind conditions (number of hours you can sail during a day).

Sailing areas will be needed with diameters between 1.5 and 2.3 nautical miles. Some courses on these areas may be located in close proximity to the shore, to facilitate viewing of the racing.

There should be a designated Medal Race course, close to the shore and ideal for spectators to view the racing.

When deliberating the space needed for one area, it should not be forgotten that this would be enlarged by changes of course during the race. Neither changed marks nor beating legs must interfere with the neighbouring area.

Maximum depth shall not be more than 45 meters. If the depth at the course area exceeds this, special permission should be obtained from ISAF.

Maximum current shall not exceed 1 knot. If the current (tide) at the course area exceeds this, special permission should be obtained from ISAF. Details on wind, current and waves shall be presented to ISAF.

All Competition Areas should be free of any commercial or recreational traffic.

13.3 On-shore Facilities

A maximum of 1000 boats divided over 10 events can be expected.

It is essential that the onshore sailing venue ensures a lasting legacy to the sport of sailing in the region.

Official flagpole for signals ashore should be in or near the boat park(s).

Sufficient Toilets/fresh water showers shall be provided for all male/female competitors registered.

Offices for organizers, Volunteers, ISAF staff and Technical Delegates shall be provided.

Additional shade/shelter shall be provided along the edge of the boat park area for national teams/groups to relax.

Rubbish collection containers shall be provided within all areas which include setting an example for recycling. These should be emptied daily.

At least 4 (electric) cranes will be necessary for craning in and hauling out keelboats and coach boats.

PA system(s) shall be provided.
(a) **Boat park(s)**

Approximately the following area will be required per boat in the boat-park(s):

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Boards</strong></td>
<td><strong>5 x 2 m. per board</strong></td>
<td></td>
</tr>
<tr>
<td><strong>One Person Dinghies</strong></td>
<td><strong>3 x 4 m. per boat</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Two Person Dinghies</strong></td>
<td><strong>7 x 4 m. per boat</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Multihulls</strong></td>
<td><strong>5 x 10 m. per boat</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Keelboats</strong></td>
<td><strong>10 x 5 m. per boat</strong></td>
<td></td>
</tr>
</tbody>
</table>

All competing dinghies will be stored on launching trolleys supplied by the competitors themselves. There shall be provisions to tie-down the boats to the ground in order to keep them on the trolleys in windy conditions.

For the boards there needs to be a covered storage room (marquee) with sufficient racks to store the boards and there shall also be space to store the boardsailing rigs in the same area, which shall preferably be covered and free of wind.

See Section 15(Mooring Facilities) for keelboats

Sufficient water hoses for spraying the boats with fresh water needs to be supplied.

(b) **Launching Facilities**

Ramps for dinghies and boards, (ending under the water surface with an angle of no more than $10^\circ$) will be required. The ramps should be located on the prevailing windward side of the harbour, and should have padded edges. The ramps should be accessible from the sea, allowing for different wind directions.

(c) **Containers**

Each team requires an area adjacent to the boat park(s), provided with storage space of maximum of one 40 foot container (or equivalent space). The size of this container or space may be limited depending on the size of the team. Electric power shall be available for the containers. Around four 40–foot containers per team can be expected to be used for the shipping of equipment to the venue and should be stored in a special storage (parking area) adjacent or close to the venue. If this is not possible other arrangements shall be made. For teams that travel by road adequate storage (parking) for trailers should be available adjacent or near the venue.

(d) **Measurement Facilities**

The size of the measurement area depends on the number of events without supplied equipment. Normally about 1500m² is needed for the measurement of all Olympic Classes Events. For each of the classes, an area with hard floor shall be reserved, free of wind and other weather conditions to measure and control the boats.
14. **Additional requirements**

Volunteer’s area  
Technology rooms (scoring)  
Offices for Meteorology  
Radio (communications) room  
Radio storage an allocation room  
Facilities for storage/charging tracking units  
Personnel catering  
Security  
Police  
Accreditation area for athletes, personnel and media very close to the venue  
Race Committee Equipment storage  
Fuel station

15. **Mooring Facilities**

Depending on the local situation it shall be decided whether to haul all competing boats out each night or not. However, the keelboats may elect to remain in the water overnight and will therefore need mooring facilities.

Mooring facilities for approximately 300 coach boats will be required.

Further mooring facilities will be needed for Race Committee boats, rescue boats, press and television boats, VIP boats and spectator boats.

16. **Official Boats**

The following is an estimate of required boats:

(a) **Race Committee:**

Starting vessels (Primary Race Committee Boats) – 1 per course area  
Pin end starting vessels (rib or other) – 1 per course area  
Finishing vessels – 1 per course area  
Pin end finishing vessels (rib or other) – 1 per course area  
Mark-laying and control boats – 5 on each course area  
Marshall boats – at least 1 on each course area depending on fleet sizes  
Rescue boats (rib) – at least 1 on each course area depending on fleet sizes  
Jury boats (rib) – based on an International Jury of 45 at least 20 ribs will be required  
Measurement boats (rib) – at least 1 on each course area depending on fleet sizes  
ISAF Technical Delegate boat (rib) – 1  
OC Competition Manager boat (rib) – 1

(b) **Press/ TV Boats**

Press Boats – sufficient boats for the number of registered journalists.
Photo Boats – sufficient boats for the number of registered photographers, each capable of handling up to 5 photographers
TV Boats – 8 boats for host broadcaster
Sufficient number of boats for visiting broadcasters
(c) VIP Boats:
   1 boat for the ISAF President
   1 boat for ISAF Secretary General
   1 boat for VIP’s, with a capacity of 50 people
(d) Spectators:
   Spectator boats for with a capacity of 100-200 passengers

17. Sailors’ facilities and Changing Rooms
Changing rooms and shower facilities for the athletes (male and female) shall be provided. Toilet facilities for up to 2500 people shall be provided, to include race officials and volunteers.
A ‘Sailors Lounge’ or clubhouse facilities, with catering should be available for all competitors. It is recommended that in the lounge there is a ‘sports information desk’ for the competitors and all official notice boards and results boards shall be located in close proximity here. Adjacent to this facility should be an internet café with sufficient number of stations to access internet and email.
Preferably there shall be a wireless network for internet access throughout.

18. Medical & Doping
First aid facilities for competitors, team support personnel, OC personnel and volunteers should be available at each venue.
A room for Doping Control will need to be provided. This should be at least a “portacabin” type building, with individual male and female toilet facilities. There should also be a desk and normal office equipment for the doping control officers and a waiting area for 6 – 8 athletes on chairs or benches. Lock-up cupboards and filing cabinets should be provided.
Physiotherapy facilities may be available for competitors.

19. ISAF Facilities at the Venue
19.1 ISAF will need the following furnished facilities at the venue:
   (a) an office for the President;
   (b) an office for the Technical Delegate
   (c) an office for 2-4 ISAF staff
   (d) meeting rooms;
   (e) workspace for the ISAF media and website editors
All offices will require equipment including fast internet connection, printers and phones.
19.2 ISAF International Jury

The International Jury will need five rooms for hearing protests. Each room should be air-conditioned, must be able to seat ten people on chairs around a large table and provide whiteboards, flipcharts etc.

The Jury Chairman will need a separate office with desk and a small meeting table with six upright chairs. There should also be a much larger adjacent office for the Jury Secretary, assisted by two support staff.

19.3 Measurement

The Measurement Committee as appointed by ISAF will need an office with four desks, normal office equipment, power points, phone lines and internet connection.

The measurers need the use of the International Officials lounge.

19.4 ISAF Course representatives

The ISAF Course Representatives will require one small meeting room.

19.5 International Technical Officials (ITO) lounge

An ITO lounge for the judges, measurers and course representatives is required. The room(s) shall have tables and chairs and power points and wireless internet. Individual lockers for clothing and personal possession will be necessary.

20. Accommodation

20.1 Accommodation for Competitors

The competitors are responsible for their own accommodation during the Championships. However it is important for a successful bid that there are sufficient options for competitors to find accommodation relatively close to the venues. A good mix of hotels of different classes, apartments, bed & breakfasts, camp site etc, are important factors when evaluating the bids. Typically an event organizer will appoint a local agent to deal with accommodation.

20.2 Hotel Accommodation for Officials

The ISAF Officials shall be accommodated in a nearby hotel, in single rooms, three-star level, which should be a reasonably close walking distance from the harbour.

The Judges in particular, will have long days, starting at approximately 0900 hrs and often finishing around midnight due to lengthy technical requirements.

A maximum of 15 double rooms may be requested for ISAF Executive Committee members and special guests. The hotel should be at least a four star hotel and preferably in the area of the sailing venue.

The two ISAF Delegates, who will be onsite before the Championships begin, should be accommodated as close to the sailing venue as possible.

21. Equipment

The following equipment should be supplied by the Organizing Committee:

21.1 Organizers' Boats

The boats specified in Section 16 (Official Boats) with mooring facilities. Each type of boat will have different characteristics and a detailed description will need to be sent to ISAF for approval.
21.2 Competitors’ Supplied Equipment

For certain events, ISAF would like the Organizing Committee to make equipment available to all competitors, to ensure that it is the expertise of the sailor that wins the race, not the superiority of their own equipment. ISAF will endeavour to facilitate negotiations with boat suppliers and the Organizing Committee is required to be a signatory to the contracts.

Organizers are requested to ensure safe storage of boats, taking care of temporary import taxes, if any, and transport from the commercial port to the sailing venue and vice versa.

It has been the policy to supply the Men’s and Women’s One Person Dinghies (Laser). ISAF will assist with the specification and negotiating the contract for the equipment supply with the relevant suppliers. An option to host other events for that class such as continental or master championships where the same boats are used can greatly reduce the costs of supplying the equipment for the suppliers.

21.3 Sound Signals

Starting signals shall be given with guns or horns and should be able to be heard at a distance of at least 500 metres. Other sound signals shall have a similar effect.

21.4 Visual Signals

All visual signals (flags) shall be a minimum size of 80 x 100 cm and be displayed at least six meters above the water surface.

21.5 Marks

Each area shall have marks of different colours. Each mark should be approximately 2 metres high and 1 metre in diameter. The Marks shall have faculties for the attachment of tracking devices and be suitable for carrying branding material.

21.6 Competitor Identification

The Organizer must supply:

(a) board / boat identification decals for all competitors.
(b) Competitor bibs with three-letter country code to all competitors
(c) Yellow, blue and red discs to affix to the hull or sail to identify first, second and third positions.

22. Scoring & Results

22.1 ISAF requires an adequate scoring (computer) system that can produce the necessary outputs. The ORIS system used at the Olympic Games should form the basis of the scoring and results system.

A connection between the system and the Internet (with real time and final results), is required.

Real time result (tracking) systems should be used providing immediate results information.

A ‘leader board’ shall be put in a prominent place in the venue(s).

Results must be available for all classes at all venues.

The tracking partner should be able to interlink with the 3D programming for the TV and internet as well as the event website and results programme.

23. Documentation

The text for all official documents for running the competition will be supplied or shall be approved by ISAF.
24. **ISAF Documents relating to the Event**
   (a) ISAF Constitution - ISAF Yearbook
   (b) ISAF Regulations - ISAF Yearbook
   (c) Racing Rules of Sailing
   (d) Equipment Rules of Sailing
   (e) ISAF Race Management Manual
   (f) ISAF Judging Manual
# Appendix 1

## Bid Process Deadlines

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appointment of the Evaluation Commission</td>
<td>May 2010</td>
</tr>
<tr>
<td>Publication of 2014 ISAF Sailing World Championships Bid Guidelines</td>
<td>16 July 2010</td>
</tr>
<tr>
<td>Perth 2011 Observer Programme</td>
<td>August 2010</td>
</tr>
<tr>
<td>Preliminary Bids Deadline</td>
<td>15 October 2010</td>
</tr>
<tr>
<td>Final Bids Deadline</td>
<td>1 December 2010</td>
</tr>
<tr>
<td>Presentation of the bids by the candidates to the ISAF Evaluation Commission</td>
<td>17-19 January 2011</td>
</tr>
<tr>
<td>Evaluation Commission report to the ISAF Executive Committee</td>
<td>18-20 February 2011</td>
</tr>
<tr>
<td>Decision</td>
<td>20 February 2011</td>
</tr>
<tr>
<td>Perth 2011 ISAF Sailing World Championships &amp; Observer Programme</td>
<td>3-18 December 2011</td>
</tr>
<tr>
<td>2014 ISAF Sailing World Championships</td>
<td>2014</td>
</tr>
</tbody>
</table>

ISAF reserves the right at any point and at its discretion to makes amends to this timetable and process and will advise all parties immediately if this occurs.
Appendix 2

Bid Document Guidelines – information to be submitted by the preliminary bid deadline.

As part of the bid, please ensure the following issues and questions are dealt with:

1. Motivation
   Principal motivation for hosting the ISAF Sailing World Championships
   The impact and legacy for your city/region of hosting the ISAF Sailing World Championships

2. General Information
   Detail brief description of the country: geography, population and political structure.

3. Organizing Committee
   Please give details (including addresses etc) of proposed Organizing Committee (OC)
   Details of Member National Authority (MNA)
   Detail members of the proposed OC, including a short CV for each member
   Detail permanent staff of bidding organization (if relevant)
   Proposed structure of staff within the Organizing Committee and their anticipated start date
   If you are outsourcing any Event Organization (e.g. marketing/sponsorship), please state your intention to do so and if you have at this stage any details of the proposed partner organization(s)

4. Concept
   Briefly describe your vision of the ISAF Sailing World Championships in your city/region.
   Detail the following aspects:
   - Motivation behind the choice of location of key infrastructures
   - Expected benefits at Championships’ time and post-championship use
   - Explain how your vision of the Championships fits into your city or region’s long-term planning strategy.
   Provide a map of your city/region on which your project is superimposed thus giving a complete visual overview of your project. This map should include the location of all major infrastructures (venue(s), main hotel area, main transport infrastructure – airport(s), motorways, train station, etc.)

5. Public Opinion
   The general public opinion in your city/region and country towards your project of hosting the ISAF Sailing World Championships.
   What opposition might there be to your project? Please detail.

6. Political Support - Government
   The status of support of the national, regional, local government and city authorities for your bid and for the organization of the ISAF Sailing World Championships in your city/region.
Please confirm that the government guarantees free access to and free movement around the host country for all accredited persons on the basis of a passport (or equivalent document).

Please provide dates of any elections due to take place in your city/region/country between now and the time of the event in 2011.

7. Finance

Note:

ISAF is trying to stop the ever increasing “benchmark inflation” that arises from comparisons of services provided at past ISAF events or other major events. Service levels should be of a reasonable standard and be adapted to each event’s real needs.

It is very important that the OC minimise the costs and maximise the use of competition and non-competition venues and guarantee an efficient usage in terms of time, space and services, while taking into consideration the needs of the sailors.

8. Candidature Budget:

Should you be accepted as a Candidate to host the ISAF Sailing World Championships, describe how and by whom your candidature will be financed? What is your budget (in Euros) for staging the event?

Budget definitions:

OC budget: this is the operations budget for the organization of the World Championships. Infrastructure development costs for sailing venues, marinas, sailing clubs or other major infrastructure projects must not be included in the OC budget.

Non-OC budget: for financing the construction of the main and sailing infrastructure required for the event which will be a long-term legacy. The financing of such investments should be undertaken by the public authorities or the private sector.

How will your event budget be structured (private vs. public financing vs. other financing)?

9. Government Contributions:

What financial commitments have you obtained from your national, regional or local government and city authorities?

Please note that in the candidature phase it will be essential for you to obtain, the following commitments from your public authorities or private owners as they are vital to the successful staging of the event:

- A commitment to provide security, medical, customs and other government related services at no cost to the OC;
- A commitment to make available all venues (marina’s, harbours, boat parks etc) owned private or by the public authorities to the OC at no cost or at a rental cost to be detailed in the budget;

Is there a provision of coverage of a potential economic shortfall of the OC?

Detail any commitments to undertake and finance the necessary infrastructure developments, if needed.

In addition to the financial contribution you will receive from the national, regional or local government and city authorities, what other revenue do you expect to be able to generate?

Please indicate source, estimated amount and background information on how these estimates were reached.
What are the expectations of the financing body/bodies in respect to rights and hospitality at the Event?

10. Venues
Please detail the following:

**Existing Sailing Venues:**
Indicate the existing sailing venues, which you expect will be used for the ISAF Sailing World Championships.
Please give a detailed description of the sailing venue(s) and provide maps and pictures if possible.

**Planned Sailing Venues:**
Indicate the sailing venue(s) already planned, irrespective of your bid applications, which will be used for the event.

**On The Water (Field Of Play)**
Describe the sailing areas and indicate the position of the racing areas and surroundings, cliffs, mountains, current, sand bars.
Submit nautical chart as attachment.

11. Accommodation

**Hotels**
Please indicate the number of hotels and hotel rooms within a radius of 10km from your venue(s) and within a radius of 10-50km from your venue(s). Please indicate average convention rates in 2009 for 3, 4 and 5* hotels during the month of the Championships, including breakfast and all applicable taxes.

**Apartments**
Please indicate the number of apartments within a radius of 10km from your venue(s) and within a radius of 10-50km from your venue(s). Please indicate average rates per week in 2009 for 3, 4 and 5* room apartments, including all applicable taxes.

12. Transport Infrastructure

**Existing Transport Infrastructure:**
Indicate your existing transport infrastructure: motorways and major urban arterial network, suburban rail, subway and light rail public transport systems.

**Planned Transport Infrastructure:**
Indicate all transport infrastructure developments planned irrespective of your application but that may have a possible impact on venue accessibility.

**Additional Transport Infrastructure:**
Indicate the additional transport infrastructure you feel will be necessary.

Which is the main international airport you intend to use for the Championships?
For the airport(s) you intend to use, please indicate capacity (number of runways, number of gates, passenger terminal capacity), distance to the venue(s) and existing and planned public transport links to the venue(s).
Provide Map. This is the map of your city/region onto which we ask you to superimpose all of the transport infrastructure you have listed in question above, colour coded in line with the instructions to differentiate between existing, planned and additional transport infrastructure.
(Please make sure your main international airport features on this map)

What current transport challenges does venue(s) face and how do you intend to overcome these at the time of the Championship?

13. Equipment Transport
Which are the main port(s) you intend to use for receiving and shipping containers? Indicate all distances (in km) and 2010 journey times (in minutes) by the most appropriate route. If a rail connection is available, add in parentheses (rail) for the appropriate connection.

Indicate shipping lines, routes and destinations that service the ports, including distance and journey times (in days) for a container to arrive from the major ports in the World.

14. General Conditions, Logistics And Experience

**Proposed Dates Of The Championships:**
State your proposed dates to host the World Championships and specify your reasons.

**Meteorology:**
Please give detailed statistical information for the time of year and hours of racing including:
- Average wind speed
- Wind direction
- Current speed
- Current direction
- Air temperature
- Water temperature
- Average number of days with precipitation

15. Experience:
What experience have you had in hosting international sailing events or other international sports events?

Please list a maximum of ten major events over the last ten years, indicating dates.

16. Environmental
Please indicate and substantiate with official report the cleanliness/pollution levels of the sea/lake water in the proposed sailing areas.

Indicate any environmental programmes envisaged for the championship. Recycling bins for paper, plastic and glass should be compulsory if there are existing laws in the country.

17. Other Initiatives
Please indicate any other initiatives that you will introduce. For example the Perth 2011 Emerging Nations Programme.
25. **Contact**

All preliminary bids must be received by the ISAF Secretariat, one by email plus two hard copies, by 14.00 (UTC) on **15 October 2010**.

All final bids must be received by the ISAF Secretariat, one by email plus two hard copies, by 14.00 (UTC) on **1 December 2010**.

ISAF will confirm receipt of all documentation.

All bids received will be treated as confidential.

For further information, questions about these bid guidelines and to submit a bid please contact:

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