# World Sailing Sailor Categorization Code

## Frequently Asked Questions (FAQs)

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## Foreword

In recent years it has become important to many Event Organizers and Class Associations to have a universal system that provides a clear distinction between sailors with a financial interest in the sport or who are being paid to race (professional) and sailors who race only as a pastime (amateur). The World Sailing Sailor Categorization Code, exists as a service to provide events and classes with an international system for categorization of sailors.

Events and Classes are not under any obligation to use the categorization system, but should they wish to do so, the World Sailing Sailor Categorization Code is the only system that shall be used. When using the Code Event Organizers and Class Associations are under an obligation to properly administer and implement it.

The Code classifies sailors into two Groups: Group 1 and Group 3.

Categorization is based on financial involvement in boat *racing* (whether direct or indirect) and/or the use of the sailor's work, knowledge or skill capable of improving the performance of a boat in a race. It is not based on racing success, prowess, or talent. No moral or ethical judgements are attached to these categorizations. It is up to classes and organizers to determine how they use the categorization.

The Code was amended in 2026 by World Sailing Board decisions WSB-2026-001, WSB-2026-002, WSB-2026-004, WSB-2026-005, and WSB-2026-006.

Full details can be found in this FAQ booklet or on the World Sailing web site:
https://www.sailing.org/sailors/sailor-categorisations/

Guidance notes for Race Officials, Class Associations and Event Organizers are also available on the site at https://www.sailing.org/our-sport/race-officals/.

The World Sailing Sailor Categorization Commission, reporting to the Board of Directors of World Sailing, is responsible for developing and managing the Code and consists of a Chairman and a number of individual members, all volunteers, drawn from across the world and from Group 1 and Group 3 sailors. The World Sailing Executive Office supports the Commission. All correspondence should be addressed to the World Sailing Executive Office at categorization@sailing.org.

Glen Stanaway
Chairman
World Sailing Sailor Categorization Commission
September 2026

## Introduction

This booklet, revised for September 2026 contains frequently asked questions (FAQs) and their answers.

It is a fundamental principle of the Code that, in the first instance, it is the sailor who classifies themself, since ultimately, it is the sailor who knows the true relationship between their racing and their financial involvement in the sport. It is the applicant's responsibility to disclose, voluntarily, all information necessary to determine their proper Categorization and not to give incomplete, false or misleading information. Cheating carries the same penalties as it does elsewhere in the sport. It is the sailor themself who must apply and complete the declaration. **Applications made by someone other than the applicant are not permissible.**

All applications are reviewed, and applications that appear not to be consistent with the Code are assigned to a review panel. The task of the review panel is to assist the sailor to identify the Group to which they belong and to assign a categorization. If necessary, the panel may determine that categorization. A sailor who does not accept the decision of the review panel may appeal. Appeals are always assigned to three members who have not been party to the original decision and always drawn from at least two countries. Subject to the provisions of Regulation 35, the decisions of the Appeal Panel are final and binding for the Categorization Period henceforth. A decision to change, suspend or cancel a Categorization under clause 2.2.3., and the making of a report under RRS 69, are not open to appeal.

Sailor Categorization is done at no cost to the Applicant with the following exception. An application received within 7 days of an event deadline may be subject to a fee, and an application received within 48 hours of an event deadline will be subject to a higher fee, in each case at the rates published by World Sailing. . The Categorization Authority will confirm or correct a Categorization within 28 days of receiving all necessary information. **If you believe you will need a Categorization for a particular event registration deadline, it is important that you allow plenty of time.**

We would strongly encourage sailors and officials at all levels to familiarize themselves with the contents of this booklet and in particular the section 'Definitions and Principles' and any section that covers their own activity. However, no guide can cover every situation and if you have any doubts concerning the Code, we encourage you to seek advice from World Sailing.

We will continue to revise this guide from time to time to reflect further decisions and comments received.

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# Frequently Asked Questions

## 1. Definitions

### Terminology

A term used in the sense stated in the definitions of the Code is printed in italics.

### *Racing*

Q. Do all types of *racing* count in the Code?
A. *Racing* means races organized in accordance with RRS 89.1 and includes sailboard *racing*.

### Grants

Q. A sailor receives a *grant*. Are they Group 1 or 3?
A. They will be Group 3 unless the *grant* is strictly for *personal expenses* in which case they will be Group 1.

Q. A sailor receives a *grant* towards general physical training, coaching or boat costs. Are they Group 3?
A. Yes.

### *Personal Expenses*

A sailor, without affecting their categorization, may be reimbursed for reasonable *personal expenses* provided that they:

(a) are for a specific event; and

(b) are individually identified and not just a per diem amount or lump; and

(c) only cover entry fees, personal travel, accommodation and meals; and

(d) exclude any contribution to the operating expenses of the boat such as maintenance, transport, running and/or capital costs; and

(e) exclude any contribution towards other expenses such as fitness training or coaching.

An owner may accept reimbursement for reasonable *personal expenses* for themself and their crew from an event organizer or event sponsor without affecting their categorization.

Q. Is the receipt of money by a sailor to compensate for their 'lost wages' from their normal *work* when off *racing* considered to be 'expenses'?
A. No. Such reimbursement is, in any form, considered as *pay*. They are therefore, by definition, Group 3 unless the "age exemption" applies.

Q. After winning a World Championship an owner takes all their crew for a holiday at their ski chalet. If the owner *pay*s for all their expenses of travel, food and drink, do the Group 1 sailors remain Group 1?
A. Yes, provided it was not a contractual arrangement or inducement prior to the event.

Q. A sailor receives reimbursement for travel, food and accommodation for a regatta. Their wife or partner is invited too and similar expenses *paid*. They are not part of the crew. Do they become Group 3?
A. No.

Q. An owner wins a World Championship and gives each of their crew a valuable watch. Do the Group 1 sailors become Group 3?
A. No, provided it was not a contractual arrangement or inducement prior to the event

**Money's Worth**

Q. In the definition of *pay* what is '*money's worth*'?
A. Goods or services that have a monetary value received or accepted instead of money, for example free coaching, equipment, boat transport.

**Pay in Support of Racing**

Q. What does 'has otherwise received pay in support of their racing' mean?
A. It covers pay which supports a sailor's racing even where the sailor has not been paid for work that includes competing. Examples are payments, grants, allowances, benefits in kind or other financial benefits, whether received directly or indirectly, which fund or subsidize the sailor's racing, campaign or preparation for racing (excluding Personal Expenses, as defined in the Code).

Q. What are examples of 'pay in support of racing'?
A. A team grant or funds raised by crowdfunding, beyond Personal Expenses, towards a racing campaign, a sponsor's contribution to the running costs of a racing campaign, free or subsidized coaching, fitness training, equipment, boat transport, or professional services.

**Future *'Work'* and *'Pay'***

Q. A sailor accepts an offer of *work* for *pay* at a later date that will make them a Group 3. Are they a Group 1 sailor until they start that *work*?
A. No. The Code states that *pay* includes 'the acceptance by a sailor of an offer to give money….' On acceptance of the offer, the sailor becomes Group 3.

Q. A sailor arranges *work* for themself that will make them a Group 3 sailor but does not get *paid* until later. Are they a Group 1 sailor until they receive *pay*ment?
A. No. The Code states that *pay* includes 'the acceptance by a sailor of an offer to give money….' On acceptance of the offer, the sailor becomes Group 3.

## 2. Terms

### Pastime

Q. What is the meaning of 'Pastime'?
A. 'Pastime' means an un*paid* leisure activity.

### Performance

Q. What does 'performance of a boat' mean?
A. 'Performance' in *racing* is not merely boat speed. It includes any activity, skill, or knowledge that affects the results of a boat in a race or series.

### Lower Age Limit

A sailor who has not yet reached their 18th birthday is Group 1. A sailor who, after their 18th birthday, applies for a categorization shall only take into consideration their activity between their 18th birthday and the *Categorization Date*.

For a sailor whose age is between 18 and 22 the FAQs in section 5 ('Over 70 years, under 22 years old and under 18') apply.

### Upper Age Limit

A sailor who has reached their 70th birthday is Group 1. A sailor who, after their 70th birthday, applies for a categorization shall only take into consideration their activity for the two years preceding their 70th birthday.

### Charter 'Fees'

Q. Is the receipt by a sailor of a charter fee considered as *pay*?
A. Yes. Therefore, all sailors who are in receipt of charter fees should review the questions and answers in the 'Charter Boats' section 11.

## 3. Principles

### Change of '*Work*' (Job)

Q. A sailor in the marine industry with a Group 1 categorization changes their *work*. Must they notify the World Sailing by submitting a new application?

A. The Code requires sailors to notify World Sailing immediately of any change of circumstances that may result in a change of categorization. A sailor must reapply whenever there is a material change in their circumstances even if they believe they are still a Group 1 sailor.

### Scope of '*Work*'

It is important to stress that the sailor's categorization is based on all their activities in the 24 months prior to the categorization and during the valid period of the categorization. It is not just based on their activity at a specific event or with a specific class which requires categorization.

Q. A sailor competes without *pay* in an event that requires categorization. However, within the preceding 24 months they have been *paid* for *racing* a boat in a class that does not require categorization. Are they Group 1?

A. No. They are a Group 3. Categorization is based on all the activity of a sailor and not just that which pertains to the class or event that requires categorization

Q. A sailor was a Group 1 sailor at the time they applied for their categorization. Subsequently, they undertake an activity that makes them a Group 3 sailor. Are they Group 1 until their current certificate expires?

A. No. They become Group 3 the moment they undertake Group 3 activities and they should reapply to World Sailing immediately.

### Consideration of all activities

All the questions and answers in this booklet assume that no other reasons exist for the sailor to be classified differently. In determining their categorization, a sailor should consider all aspects of their activities and if any one part of their activity is Group 3 that will determine their categorization even though there are other activities which are Group 1.

### Validity of a Categorization Certificate

Q. For how long is a categorization certificate valid?

A. Normally two years (or five years if the competitor raced in the events noted under Regulation 2.1.3.) from the date of issue, unless the Categorization has previously changed, suspended, or cancelled by the Categorization Authority under Regulation 2.2.3., or Regulation 2.2.8., or because either

(a) the sailor has submitted a new form; or

(b) as a result of an appeal requested by the competitor under Regulation 2.2.7.

However where a sailor is Group 1 because of the age exemption under Regulation 2.1.1.(b), a certificate may, at the Commission's discretion, be issued which is valid only to their 24th birthday.

Q. What happens at the end of two years?

A. The sailor will automatically receive a reminder by email (30 days before the certificate expires) and should make a new application in full. If no new application is received by the expiry date, the categorization will show as ‘expired’ in the list of sailors in ‘search for a sailor’.

**Note:** It is important therefore that a sailor keeps their email address up to date on the database.

Q. Is World Sailing permitted to change the categorization of a sailor at an interview at an event?

A. Yes. Regulation 2.2.3. allows the Categorization Authority to change, suspend, or cancel a categorization at any time when it has good reason to believe that the sailor has breached any provision of the Code.

Q. May a decision under Regulation 2.2.3. be appealed?

A. No. Regulation 2.2.7. excludes from appeal both the making of a report under RRS69 and any decision made under Regulation 2.2.3.

Q. The Code was amended in 2026. Does a sailor who already holds a Categorization need to reapply?

A. Yes. If any of the sailor’s pay includes coaching of any competitor at any level under the RRS.

## 4. Challenging another Sailor's Categorization

**Viewing other sailors' Categorizations**

Q. How does a sailor find out the categorization of another competitor?
A. The World Sailing website displays (via 'search for a sailor') a list of all sailors with their current categorization. This can be searched by individual name, the first 3 letters of a name, or by country.

**Challenges to another sailor's Categorization What about the concern report we recently introduced ?**

Q. A sailor believes that the categorization of another sailor is incorrect. Can they challenge it?
A. (a) They should ask the event's Organizing Authority, the Class Association or World Sailing in confidence to investigate and they may refer the case to the World Sailing Categorization Commission, whose panel will review the categorization (Regulation 2.2.3.); or

(b) At an event that is using the Code or where a class is using the Code, his boat may protest the boat on which the sailor is *racing* (Regulation 3.1.).

## 5. Over 70 years, under 22 years old and under 18

**Over 70**

. **A sailor who has reached their 70th birthday:**

. **Will remain a Group 1 if they have not engaged in Group 3 activities in the Categorization period**

. **Will be a Group 3 competitor if they have engaged in Group 3 activities for more than 100 days in the Qualification Period.**

Q. What should a sailor do when they reach their 70th birthday?
**A. They should reapply.**

**Under 22**

Q. May a sailor, under age 22 on the application date, *work* on a boat that races and remain Group 1?
A. Yes, provided they *work* for no more than a total of 100 days in the qualification period.

**Note:** However, if they continue to *work* on the *racing* boat after their 22nd birthday, they become Group 3 and must therefore make a new application immediately.

Q. A sailor, under age 22, is employed by a marine business or organization and races with customers. This would make them Group 3, if they do this for more than 100 days, but the sailor races with customers for less than 100 days. Does the age exemption make them Group 1?
A. No they become Group 3 because their employment makes them a Group 3 sailor and are engaged in this activity for more than 100 days.

Q. What happens when a sailor reaches their 22nd birthday and has used the exemption to be classified as Group 1? Do they become Group 3 automatically?
A. Not necessarily. Any Group 3 activity on or after their 22nd birthday will make them Group 3. The exemption only covers activities prior to their 22nd birthday.

Q. A sailor reaches their 22nd birthday and continues with or starts Group 3 activities. Must they notify World Sailing immediately by submitting a new application?
A. Yes, they must do so.

For Olympic sailors who are under 22 see the specific FAQs in section 10.

**Under 18**

Q. A sailor has not yet reached their 18th birthday. Does the Code apply?
A. Yes, but they will be automatically classified as Group 1 [2.1.1.(b)(i)].

Q. What should a sailor do when they reach their 18th birthday?
A. If the sailor is carrying out any Group 3 activity after their 18th birthday, they must reapply and where eligible use the age exemption to request a Group 1 Categorization.

## 6. Race Organisers & Race Officials

**Race Officers, Judges, Umpires, Measurers**

Q. Is a race officer, judge, umpire or measurer who is *paid* for this *work* Group 1?
A. Yes, they are normally Group 1. The knowledge and skills required do not normally enhance the performance whilst on board a boat when *racing*.

Q. Is a measurer who has been *paid* to measure a boat and then races on it Group 1?
A. (a) Yes, they are normally Group 1 provided that the *paid work* is only to carry out official measurement duties of recording data, certification or equipment inspection. The measurer must act as an agent of the body that appointed them and not for the boat but may be *paid* by either the appointing body or the boat. (b) However, If they engage in any other form of *paid* work on the boat (for example, consultancy on boat design or rating/measurement optimization) then this must be considered separately, and they may be Group 3.

If a Race Official is *paid* to advise or coach, see the FAQs on Instruction in section 7.

## 7. Instruction

**Teaching, coaching, advising**

Q. Is a sailor who is *paid* to teach basic sailing skills, at learn to sail level, Group 1?
A. Yes

Q. Is a sailor who is *paid* to teach or coach *racing* Group 3?
A. (a) Yes. A Sailor who has been *paid* for *work* that includes the coaching of any competitor, crew or team to prepare for or compete at an event conducted under the RRS is a Group 3 sailor (Regulation 2.1.2.(e)).

**Coaching for any event conducted under the RRS is a Group 3 activity, regardless of the level of the event, and whether or not the coaching is the sailor's principal paid activity.*

Q. If a *paid* coach who is otherwise Group 1 races on a boat whilst coaching do they remain Group 1?
A. No, they would become *paid* crew. See the FAQs on Paid Crew on Section 9.

Q. A sailor who *work*s at a university teaching physics is also *paid* to coach the College sailing team. Are they a Group1?
A. No, this is Group 3 activity.

Q. May a *paid* rules adviser be Group 1?
A. Not necessarily, if they are a coach: see the FAQs in this section.

Q. A sailor teaches basic navigation. Are they Group 1?
A. No, this is Group 3 activity.

Q. A sailor is *paid* (directly or via a company) to take sailors on board a boat while *racing* to teach them beginners' *racing* skills. Is he Group 1?
A. No. *Racing* is an integral part of what they are being *paid* to teach; therefore they are being '*paid* to race' and are Group 3.

Q. I am paid to coach for only a few days a year and it is not my main job. Am I Group 3?
A. Yes, unless the age exemption in Regulation 2.1.1(b) applies to you.

Q. Is a sailor who is paid to coach at a training camp, clinic or squad training session to prepare other sailors to compete at events conducted under the RRS a Group 3 sailor?
A. Yes.

## 8. Writers and Broadcasters

**Writers, journalists, authors, broadcasters**

Q. May a writer or journalist of general articles on boating be a Group 1 sailor?
A. (a) Yes, provided the articles do not include instruction on *racing*; or

(b) No. Writing that includes instruction and coaching (tactics, go-fast, tuning, etc.,) of *racing* may be found to be a Group 3 activity, depending on the specific circumstances of the case.

Q. May a crew member be *paid* to write or broadcast about a race in which they are participating and remain Group 1?
A. Yes, provided they are *paid* only to write and not to compete in the race, and the *pay*ment or compensation does not have the purpose or effect, directly or indirectly, of financing participation in the race. Otherwise, the sailor is Group 3.

Q. Is a writer who continues to receive royalties on an instructional book written and published before the Qualification Period always a Group 3 sailor?
A. No. They may apply to be a Group 1 sailor 24 months after the original publication of the book or article provided

(a) No other instructional books have been written by themself that would disqualify them; and

(b) No substantial revisions have taken place within the Qualification Period.

Q. When a journalist participates in a race and writes about it does this affect their categorization?
A. Not through this activity, provided they are a *paid* writer who sails and not a *paid* sailor who writes. However, a writer *paid* by the owner or a sponsor to write about themself, the company, or the campaign could well fall within the definition of Group 3 if *racing* aboard the boat is an integral part of their *work*.

## 9. Paid Crew and Employees

Q Can a sailor who is *paid* to *work* by the owner of a boat on which they race be a Group 1 sailor?
A No, they are a Group 3 unless there is no connection between their *work* and the boat on which they race.

Q. Is a *paid* crew on large sailing boats that never race or on power boats Group 1?
A. Yes, provided that their *work* on the sailing boat or power boat is not connected to a boat on which they race.

Q. May a crew *work*ing on a sailing boat as part of the crew and very occasionally *racing* for 'fun' on that boat in a 'fun regatta' remain Group 1?
A. Yes. Provided, the *racing* has not been organized in accordance with **RRS 89**.

Q. May a sailor who is *paid* to maintain a friend's boat but is not *paid* when *racing* on it be Group 1?
A. No. They are a Group 3. Maintenance is included in the activities in Regulation 2.1.2.(b).

Q. A sailor *work*s on a boat that races. The sailor is not involved in the handling of the boat and only looks after the guests. Can that sailor be Group 1?
A. Yes, provided the duties do not include any *racing* role(s).

Q. Can a sailor who gets *paid* for the delivery of a boat be a Group 1?
A. Yes, unless they race on that boat, in which case they would be Group 3.

## 10. Olympic and Squad Sailors

Q A sailor is a member of an Olympic squad, development squad or similar squad or team and receives *grant* funding because of this. Are they Group 3?
A (a) Yes. Membership of a squad or team is *work* for which the sailor is *paid*. The sailor's *work* in this case will include competing and/or managing, training, practicing, tuning, testing, maintaining or otherwise preparing themself and/or the boat for *racing*.
(b) The only exception to this is if the *grant* funding is no more than the sailor's *personal expenses* (which may be no more than the amount of reasonable expense incurred for entry fees, travel, accommodation and meals in connection with and necessary for specific events).

Q Does a sailor become Group 3 just because they compete in an Olympics?
A No. However, it is likely that an Olympic athlete receives support from their MNA, National Olympic Committee or government and this will need to be considered if it constitutes *pay* or exceed *personal expenses*.

Q A sailor is a member of an Olympic squad, development squad or similar squad or team and does not receive *grant* funding. However, they receive free or subsidized coaching, shipping, access to professional advice or services (such as fitness training, medical and psychology services, physiotherapy, weather forecasting etc.) Are they a Group 3?

A Yes. See Answer 1 above. *Pay* includes *money's worth* and benefits in kind. The receipt of free or subsidized equipment or services is a benefit in kind.

Q A Group 3 sailor competes in an Olympic Sailing Competition. Does this affect their categorization status?

A Yes. Any Group 3 sailor who competes in an Olympic Sailing Competition will remain Group 3 for 5 years from that event, or until the expiry of the usual Group 3 timeout period of 2 years (whichever is the later). This applies whether or not the sailor was Group 1 or 3 at the time of the Olympics.

For example, a sailor who is Group 1 and competes in the Olympic Sailing Competition in 2028, will become a Group 3 sailor right after the Olympic event. Because of the above, they will remain Group 3 until August 2033 as this is 5 years from the end of the Olympics in which they competed.

In 2033, the sailor can apply for a new categorization and the usual *Qualification Period* of the 2 years prior to the application date will be considered.

Sailors are referred to Regulation 2.1.3.

Q. Does this apply to the Paralympic Sailing Competition?

A. No.

Q. Which events carry the five year Group 3 period?

A. The Olympic Sailing Competition, The Ocean Race, the Vendee Globe, the America's Cup Series (including the America's Cup Challenger Series, the America's Cup Defender Series and the America's Cup Match), SailGP and the World Match Racing Tour.

Q. If a sailor competes in more than one of the events listed in Regulation 2.1.3. does the 5 year period start again?

A. Yes. The period runs for at least 5 years from each even in which the sailor raced, so the latest event governs.

Q. Does a sailor being a member of a reserve squad, count as having raced in an event listed in Regulation 2.1.3.?

A. Regulation 2.1.3., applies only to a competitor who has raced in the event. Such activities, though, may count as Group 3 activity under Regulation 2.1.2.

Q. A sailor is employed in an organization that provides them with additional *paid* leave and/or contributes to their expenses to race, practice or prepare. Are they a Group 1 sailor?

A. No, they are a Group 3.

Q. A sailor receives from a commercial organization a contribution to their living expenses and/or the running expenses of their campaign over and above those allowed as '*personal expenses*' (see section 1). Are they a Group 1 sailor?

A. Not normally. They are a Group 3, if the contribution is accepted in return for selling, promoting or advertising the donor's products, services or support or allowing themselves name, reputation or likeness to be used in any way for any commercial purpose (Regulation 2.1.2.(f)). Otherwise, the sailor is Group 1.

Q. A sailor receives from their family or friends a contribution to their living expenses and/or the running expenses of their campaign over and above those allowed as '*personal expenses*' (see section 1). Are they a Group 1 sailor?

A. Yes, provided the contribution has not been structured to avoid the sailor otherwise being Group 3

Q. A sailor receives from another sailor a donation towards the costs of their living expenses and/or the running expenses of their campaign over and above those allowed as '*personal expenses*' (see section 1). In return, they are required to race with the donor. Are they a Group 1 sailor?

A. No, they are a Group 3

Q. A sailor receives from a 'not for profit' sports organization, National Authority, other Government body, foundation or charity a contribution to their living expenses and/or

the running expenses of their campaign over and above those allowed as *personal expenses*' (see section 1). Are they a Group 1 sailor?

A. (a) No. They are Group 3 if the organization includes in its objectives support for the achievement of success by a team or individual in high level competition and/or promotes their success publicly. Examples include the National Authority, Government bodies and Sports Foundations; or
(b) Yes. They are a Group1 if the members of an organization, such as a Sailing Club, hold a fund-raising event for the members to make personal contributions and such contributions do not exceed the *personal expenses*; or
(c) No. They are a Group 3 if the contribution comes as part or all of a *grant* , bursary or scholarship

Q. If a sailor is provided with free or subsidized coaching, fitness coaching etc. are they a Group 3?

A. Yes as these are goods or services that have a monetary value (see definition of *pay*).

Q. A sailor is lent a boat for a campaign or event and returns it afterwards. Does this affect their categorization?

A. No, however if the boat was given to the sailor and they sold it and retained the proceeds, they would become Group 3.

**For sailors who are over 18 but have not yet reached their 22nd birthday Group 3 activity is determined as above and the time limit on exemption (100 days in 24 months) is calculated as follows:**

Where the contribution or *grant* does not include a contribution to 'living costs' of a campaign the number of days of Group 3 activity will comprise those spent on everything set out in Regulation 2.1.2. plus any days spent on Group 3 activity for any other *race* preparation or *racing*.

Where the contribution or *grant* includes lump sums and allowances which are not for specific events the total period for which they are *paid*, i.e. 3 months, 1 year etc. will be used to establish the number of days involved.

Q. A sailor receives an annual *grant* towards their campaign expenses. Are they a Group 3?

A. Yes. This would make them Group 3. If their *grant* is for more than 100 days, they may race for less than 100 days.

Q. In addition to *personal expenses* for specific events, a sailor receives coaching, general advice and sometimes boat transport costs from their MNA as part of their membership of a squad or team. Are they a Group 3?

A. Yes, if membership is for a period longer than 100 days.

## 11. Charter Boats

Q. A sailor charters out a boat for *racing* and receives directly or indirectly all or part of the charter fee or the benefit thereof but never races on board her during the charters. Are they a Group 1?
A. Yes, provided there are no other reasons they would be Group 3.

Q. A sailor charters out a boat that never races when under charter. Are they a Group 1?
A. Yes

Q. A sailor charters out a boat they own, directly or indirectly, in whole or in part, and competes aboard that boat while it is under charter, but does not steer it during the races. Can they remain a Group 1 competitor?
A. Yes, provided the charter is occasional and, in a team event, the sailor does not steer any boat in the same team as the chartered boat. Otherwise, the sailor may be categorized as Group 3.

Q. A sailor charters out a boat and receives directly or indirectly all or part of the charter fee or the benefit thereof, races on board her whilst under charter for part or all of the race(s). Are they a Group 1?
A. No, they are a Group 3.

Q. An employee, director or owner of a company whose business includes being *paid* to charter out boats, races on any of the boats whilst on charter. Are they a Group 1?
A. No, they are a Group 3 if any boat on charter with them on board takes part in a race held in accordance with RRS 89. The type of charter, the duration of the charter, the nature of the other people on board are immaterial.

Q. An 'owner's rep' (who is not the sailor who directly or indirectly receives the financial benefit of the charter) receives expenses for being aboard a chartered boat whilst *racing*. Are they a Group 1?
A. Yes, if the expenses comply with those described as '*personal expenses*' in section 1 and do not in any way cover loss of earnings or make a contribution above directly incurred '*personal expenses*'. Otherwise, the sailor is Group 3.

Q. A sailor *work*s regularly on a charter boat. Would they be Group 3?
A. Not always. They would be Group 1 if the boat does not race, but Group 3 if the boat races. (See also Instruction on section 7)

Q. A sailor *work*s on a charter boat which races occasionally. The sailor is not involved in the handling of the boat and only looks after the guests. Can that sailor be Group 1?
A. Yes, provided the duties do not include any *racing* role. Otherwise, the sailor is Group 3.

## 12. Corporate Entertaining

Q. A company charters a boat for its employees and guests to race and the employees race on the boat in company time. Are they '*paid* to race' and therefore Group 3?

A. No. They are Group 1 if they are *racing* solely as a pastime and their *work* does not involve the use of knowledge or skill that could improve the performance of a boat in a race. Otherwise, they are Group 3.

Q. A charter company occasionally organizes its own informal races for its clients as part of a larger charter activity. Are these 'races' within the context of the Code?

A. Not normally. For the purposes of this Code, *racing* includes only those races organized under RRS 89.

Q. A charter company organizes races for clients. It provides all the race management from its own resources. Are these 'races' to be taken into consideration for the purposes of classifying the charter company's employees?

A. No, unless the charter company organizes races in accordance with RRS 89 (either in affiliation with the MNA or as a Class Association or in conjunction with an affiliated club) in which case, Yes.

Q. A charter company enters boats in races and sells crewing places on board. Are charter company employees who also race aboard the boats Group 1 or 3?

A. Group 3 – they are being *paid* to race.

## 13. Marine Businesses and Organizations

Q. Are all members of the marine industry automatically Group 3?
A. No. Firstly those whose business or organization has nothing to do with boats that race are Group 1. Some examples would be commercial pilots, builders of boats that do not race, fishermen, and designers or manufacturers of items not used on boats that race. If in some way they are involved in boats that race, their categorization depends on a number of factors.

Q. An employee of a marine business or organization is employed as an accountant. Can they be Group 1?
A. Yes. This *work* does not require knowledge or skill capable of contributing to the performance of a boat in a race or series.

Q. An employee of a manufacturer of deck hardware, whose products are used on boats that race *work*s as a machinist. Can they be Group 1?
A. Yes.

Q. An employee of a manufacturer of deck hardware designs equipment for boats that race. Are they Group 1?
A. Yes. However, they would be a Group 3 if they race on a boat for which they created (or advised on) a custom layout or design.

Q. Can a salesman of a manufacturer of deck hardware be Group 1.
A. Yes if the equipment is generic. However, if they race on a boat to which they have sold equipment, then they are Group 3.

Q. A sailor has *paid work* as a rigger on boats that race but does not race on any boat they have rigged. Are they Group 1?
A. No, they are a Group 3 as their w*ork* requires knowledge and skill that is capable of enhancing the performance of a boat in a race and that can be utilized whilst on board when *racing*.

Q. A sailor is employed in a marine business in an administrative position. They are required to race occasionally with clients in their own time and without extra *pay*. Are they Group 1?
A. No. Any sailor who is required to race on a client's boat by their employer is Group 3. They are no longer *racing* solely as a pastime, and they are being *paid* for *work* that includes competing in a race.

Q. The *work* or duties of a member of the armed forces, similar organizations or corporations (for example the Guardia Finanzia in Italy) includes the maintenance and/or preparation of a boat that races. Are they a Group 3?
A. Yes, if they compete on board that boat or on a boat on the same team (in a team competition).

Q. What are examples of *work* in a marine business that would not make a sailor Group 3?
A. Production, distribution or marketing of non-performance enhancing equipment, such as clothes, safety equipment, refrigeration, marine propulsion, coatings, resins, composites, etc.

Q. A sailor *work*s in a chandlery. Are they a Group 3?
A. No. They are normally Group 1, unless they provide a boat or its sails and then races on it in which case they are Group 3.

Q. A sailor *work*s for a marine electronics business. Can they be Group 1?
A. Yes, unless they have knowledge or skill in using that equipment that would enhance the performance of a boat in a race or if they are on board a boat in a race to promote their product, in which case they are a Group 3.

Q. A sailor *work*s for a mast builder. Can they be Group 1?
A. Yes, unless they have knowledge or skill in tuning masts that would enhance the performance of a boat in a race or if they are on board a boat in a race to promote their product, in which case they are a Group 3.

## 14. Sailmakers

Q. Are all employees of sailmakers automatically Group 3?
A. No. Employees of sailmakers are usually Group 3, but Categorization depends on the exact nature of the *work* and the relationship between the sailor's *work* and their *racing*. For example, those who have not been involved in providing the sails and whose *work* does not require knowledge or skill capable of enhancing the performance of the boat whilst on board in a race such as accountants, clerks and those who sew sails may be Group 1.

Q. A sailor *work*ing for a sailmaker has *work* that requires knowledge and skill capable of enhancing performance in a race whilst *racing* but does not race with the customers of the sailmaker. Are they a Group1?
A. No, they are a Group 3. (Regulation 2.1.2.(d)).

Q. A sailor *work*ing for a sailmaker or as an agent is involved in sales or marketing of sails and races with customers. Are they a Group 3?
A. Yes. Even if they do not have knowledge or skill capable of enhancing performance. (Regulation 2.1.2.(c) applies). If they do not race with their customers, they could be Group 1 provided they do not have knowledge or skill capable of enhancing performance.

Q. A sailor *work*ing for a sailmaker is involved in sales or marketing and uses their employer's sails when *racing* on their own boat. Are they a Group 3?
A. Yes. Even if they do not have knowledge or skill capable of enhancing performance. Regulation 2.1.2.(c)).

Q. Is a sailor *work*ing for a sailmaker as a sail designer of *racing* sails always Group 3?
A. Yes.

Q. Can a sailor who has only been *paid* for *work* repairing *racing* sails be a Group 1?
A. Yes, but if they race with customers or if they have knowledge and skill capable of enhancing performance, they would be Group 3.

Q. Is a sailor *work*ing for a sailmaker in a purely administrative role Group 1 even if they race on a boat which uses their company's sails?
A. If they have any influence on the choice of sails, their purchase and or their cut, and therefore performance, they would be Group 3.

Q. A sailmaker makes sails only for boats that do not race. Can they be a Group 1?
A. Yes

Q. An active partner in a sailmaking loft races with a friend who has now become a customer. They have known them and sailed with them for many years. Can they be a Group 1?
A. No, they are a Group 3.

Q. A sailmaker makes a sail for themself for their own boat. Does this make them a Group 3?
A. Yes . Their *work* requires knowledge and skill capable of improving a boat's performance and which can be utilized whilst on board a boat when *racing*

## 15. Riggers

Q. Are all employees of rigging companies automatically Group 3?
A. No. Employees of riggers are sometimes Group 3, but Categorization depends on the exact nature of the *work* and the relationship between the sailor's *work* and their *racing*. For example, those who have not been involved in setting up and tuning racing masts and rigging and whose *work* does not require knowledge or skill capable of enhancing the performance of the boat whilst on board in a race such as accountants, clerks and those who do production rigging or mast building may be Group 1.

Q. A sailor *working* for a rigger has *work* that requires knowledge and skill capable of enhancing performance in a race whilst *racing* but does not race with the customers of the rigger. Are they Group 1?
A. No, they are a Group 3. (Regulation 2.1.2.(d)).

Q. A sailor *working* for a rigger, or as an agent involved in sales or marketing of race boat rigging and, races with customers. Are they a Group 3?
A. Yes. Even if they do not have knowledge or skill capable of enhancing performance. (Regulation 2.1.2(b) applies). If they do not race with their customers, they could be Group 1 if they do not have knowledge or skill capable of enhancing performance.

Q. A rigger makes rigging only for boats that do not race. Can they be Group 1?
A. Yes

Q. An active partner in rigging company races with a friend who has now become a customer. They have known them and sailed with them for many years. Can they be Group 1?
A. No, they are a Group 3.

Q. A rigger makes rigging for themself for their own boat. Does this make them a Group 3?
A. Yes. Their *work* requires knowledge and skill capable of improving a boat's performance and which can be utilized whilst on board a boat when *racing*

Q. A sailor *works* for a mast builder. Can they be a Group 1?
A. Yes, unless they have knowledge or skill in tuning a mast that would enhance the performance of a boat in a race or if they are on board a boat in a race to promote their product, in which case they are a Group 3.

Q. A sailor *works* for a production rigger. Can they be a Group 1?
A. Yes, unless they have knowledge or skill in tuning that mast that would enhance the performance of a boat in a race or if they are on board a boat in a race to promote their product, in which case they will be a Group 3.

## 16. Boat Sales (Builders, Dealers and Brokers)

Q. An employee or owner of a company whose sales include boats that race never races with the clients. Are they Group 1?
A. Yes, they are a Group 1

Q. Is an employee or owner of a company that only sells boats that do not race Group 1?
A. Yes.

Q. A sailor has *paid work* that includes selling boats that race and races with the customers. Are they Group 3?
A. Yes.

Q. A broker sells a boat to a client and races on her for many years. Do they remain Group 3 throughout?
A. No, they are a Group 3 for the first 24 months as their *paid work* in this period has included supplying a boat that they then raced on (Regulation 2.1.2.(c))
They must then go through the timeout period before becoming Group1.
This is 24 months and will date from their last race in the initial 24-month period.
If they sell another boat and race on it, they must go through the whole cycle again

However, if the boat they sold and on which they race is being used to market, demonstrate or in any other way influence the purchase of a boat by other customers (whether or not they then race with them) they remain Group 3 as Regulation 2.1.2. (b) applies.

Note: This principle also applies to boat designers, see section 18

Q. An employee or owner of a company that sells boats races on a boat that is owned by that company. Are they Group 1?
A. No, they are Group 3.

Q. A sailor owns a boat that is built by the company who they *work* for and races on it. Are they a Group 1?
A. No, they are a Group 3.

Q. A sailor *work*s for a dealer and owns and races a boat sold by the dealer. Are they Group 3?
A. Yes.

## 17. Boat Builders

Q. A boat builder builds only power boats or commercial vessels (tugs, fishing boats, pilot boats). Are they Group 1?
A. Yes

Q. A boat builder only builds sailboats that do not race. Are they Group 1?
A. Yes

Q. Are all builders of boats that race Group 3?
A. No. They could be Group 1 or 3 depending on the nature of their *work* and the relationship between the *work* and their *racing*.

Q. Is a sailor *work*ing for a boat builder in a purely administrative role Group 1 even if they race on a boat that the boat builder has built?
A. Yes, but only if the sailor has no influence on the sale of the boat or subsequent boats through their *racing* and is not involved in any way in preparing the boat for *racing*.

Q. A sailor *work*s for a builder of boats that race but never races on the boats they build. Are they a Group 3?
A. They could be a Group 1 or Group 3 depending on the actual *work* they do. If the *work* requires knowledge or skill capable of contributing to the performance of boats in a race and that can be utilized whilst *racing* they are a Group 3, if not then they could be Group 1. Refer to FAQs on Marine Businesses and Organizations in section 13.

Q. A boat builder races on boats they have built. Are they a Group 3?
A. No, usually they would be a Group 1. However:

(a) a boat builder who influences the sale of a boat they build by *racing* on it or other similar ones is Group 3.

(b) If this *work* requires knowledge or skill capable of contributing to the performance of boats in a race and that can be utilized whilst *racing they* would be Group 3.

## 18. Boat Designers

Q. Is a boat designer who never designs boats that race Group 1?
A. Yes.

Q. Is a designer who designed a boat that races but never races on it themself Group 1?
A. Yes.

Q. Can a boat designer who races on a boat which they have designed be a Group 1?
A. No, they would be a Group 3.

Q. A boat designer has designed a boat for a new one design class and races in the class. Are they Group 3?
A. Yes.

Q. May a designer who is continuing to receive royalties from one of their designs for a boat that races become Group 1?
A. (a) Yes, if the design is more than 2 years old and they do not race on a boat of that design; but

(b) If they race on a boat of that design, they are a Group 3.

See also section 16.

## 19. Boat Yard and Marina Operations

Q. Can an employee of a boat yard who repairs a damaged boat and then races on that boat be Group 1?
A. Yes, if all that the repair *work* comprises is a return to its original condition. However, if they are involved in any tuning, testing maintaining or preparation of the boat for *racing,* then they will be a Group 3.

Q. Is engine maintenance considered a Group 3 activity?
A. No.

Q. Is a crane, hoist, or TraveLift operator Group 1?
A. Yes.

Q. Can a sailor who has *paid work* to fair hulls, keels, or rudders be Group 1?
A. Yes, provided they do not race on any of the boats for which they have carried out this *work*, otherwise they are Group 3.

Q. Can an owner or employee of a marina be Group 1?
A. Yes, unless they engage in other activities that would make them Group 3.

## 20. Sponsorship and Advertising

The Sailor Categorization Code states:

‘The display of advertising by the competitor in accordance with the Advertising Code, Regulation 20.3., even if *pay*ment is received for it, does not influence the sailor’s categorization in this Code.’

Q. Does sponsorship of a boat that races make its owner(s) who race(s) on it a Group 3 sailor(s)?

A. Not necessarily. Sponsorship of a boat or its equipment in return for advertising does not, on its own, result in the owner becoming Group 3.

The receipt of *pay* (money, money's worth etc.) in return for genuine advertising is considered to be for advertising and not for any of the *work* as set out in 2.1.2. However, if the benefit received by the owner is excessive in relation to the advertising benefit to the donor and/or the arrangement is being used as a device to avoid the owner being seen to have *work* as set out in 2.1.2., they will be deemed to be Group 3.

Q. An owner(s) is provided with equipment, such as a sail, in return for advertising on that sail or on the boat or its equipment. Will they become a Group 3 sailor(s)?

A. Not necessarily, such an owner will be classified using the same criteria set out above.

Q. If a charterer organizes sponsorship for a boat they have chartered, do the same criteria apply as set out above?

A. Yes

Q. If the owner, charterer or a sponsor representative pass some of the *pay*ment on to other member(s) of the crew do they become Group 3?

A. Yes, but only if the *pay*ment to a sailor falls outside of that sailor’s *Personal Expenses*

Q. Is a sailor who is personally sponsored, either individually or as part of a team, a Group 3 sailor?

A. Yes, unless the amounts received are limited to the specific expenses allowed as *Personal Expenses* (See also Olympic Sailors in section 10).

Q. Is a sailor Group 3 just because they compete in one of the listed events under Regulation 2.1.3?

A. No. However, due to the commercial nature of these events, it is more likely than not that sailors in them are *paid* and therefore they will need to provide evidence they are not *paid* in order to obtain Group 1 status. Sailors are reminded that *pay* includes money's worth and benefits in kind.

Q. Does competing in one of the events listed under Regulation 2.1.3 affect a sailor's categorization status?

A. Yes. Any Group 3 sailor who competes in the Olympic Sailing Competition, The Ocean Race, the Vendee Globe, the America’s Cup Series (including the America’s Cup Challenger Series, the America’s Cup Defender Series or the America’s Cup Match), SailGP or the World Match Racing Tour will remain Group 3 for at least 5 years after the final day of racing, or until the expiry of the usual Group 3 timeout period of 2 years (whichever is the later).

Sailors are referred to Regulation 2.1.3.

## 21. Prizes

Q. A Group 1 sailor wins a valuable non-monetary prize such as a watch, presented by the event organizers or event sponsors. Does this affect their categorization?

A. No. Occasional prizes of a non-monetary nature given by event organizers or event sponsors are not viewed as *pay* unless a sailor uses a regular circuit with valuable prizes to substantially and regularly augment their income.

Q. A Group 1 sailor receives a pre-arranged bonus beyond reasonable expenses (monetary or otherwise) in an event. Does this affect their categorization?

A. Yes, they would become Group 3, unless the bonus was awarded directly by the event organizers or event sponsors as a prize.

Q. A Group 1 sailor wins a cash prize from an event organizer or sponsor as owner, helmsman or as part of a boat's crew. Would accepting this prize affect their categorization?

A. Yes, they would become a Group 3. However, a sailor may, without affecting their categorization, accept part of a monetary prize that does not exceed their reasonable *personal expenses* (as defined in the Code) for that event, provided they have not already been reimbursed.

Q. A Group 1 helmsman or owner wins a cash prize. May they accept this prize in order to *pay* the expenses of bringing their boat and/or crew to that event without affecting their categorization?

A. No, they may only accept the part of the cash prize that covers their *personal expenses* and/or the cost of reimbursing the *personal expenses* of their crew for that event (as defined in the Code). They may not use the cash prize to *pay* for any of the maintenance, transport, operating, and/or capital costs of the boat.

Q. May a Group 1 sailor accept 'appearance money' to race in an event?

A. No, they would be receiving *pay* and therefore would be Group 3, unless the appearance money was less than their specific *personal expenses* to attend the event.

## 22. What happens at an interview at an event

Sometimes at a major event, a representative of the World Sailing Sailor Categorization Commission will be present at Registration in order to carry out an organized series of spot checks. This will have been stated in the NOR.

The list of sailors required for interviews will be published.

Q. Can a sailor change their interview to another time or location?
A. No. The Notice of Race requires that interviews will take place during registration at the event. The representative of the Categorization Commission will only be present at this time. No other arrangements have or will be made with World Sailing.

Q. What happens at an interview?
A. The Commission's representative will discuss the sailor's categorization with them, their involvement with sailing, their financial affairs and their employment. Provided there are no areas of concern, the interview should be short.

Q. What will happen if the Commission has concerns?
A. If the Commission's representative has concerns, they will inform the competitor of what these are and the interview will then be stopped.

The competitor will be then be asked to come back for a second interview, which will be held in the presence of a witness (usually a member of the Jury). If the Commission's representative concludes at the end of the interview that the sailor's categorization should be changed, the sailor will be informed of that fact and the reasons why.

Q. Will a sailor's categorization be changed at the interview?
A. It is the responsibility of each sailor to be totally open and honest with World Sailing when applying for categorization. There is a continuing obligation under the Code to inform World Sailing immediately of any circumstances which may lead to a categorization being different.

It is common for the Commission to discover in interview that a sailor has either had a change of circumstances which has not been notified to World Sailing or has omitted to tell World Sailing certain information in their original application.

Provided a sailor's application remains up to date and correct; there should be no reason for concern. However, if any new circumstances come to light which have not been disclosed to WORLD SAILING, or if a sailor was not frank in their initial application, then it is possible their categorization may be changed.

Q. What should I tell my crew?
A. You must tell your crew to ensure their categorizations are up to date and there is no information about their personal circumstances (including their financial involvement with sailing) which has not been disclosed to WORLD SAILING.

WORLD SAILING will not correspond with anyone other than the sailor in question. This means it cannot answer queries from skippers or crew bosses on behalf of crew.

You should remind your crew that if they mislead WORLD SAILING or provide it with false information, the consequences will be severe.

Q. When do changes to categorization take effect from?
A. Immediately.

Q. If a competitor's categorization is changed, can they appeal?

A. Yes. However, appeals must be submitted online and, by WORLD SAILING Regulation, can only be considered by a panel of three members of the Categorization Commission, from at least two different countries. It is therefore extremely unlikely that any such appeal would be decided in time for the start of *racing*.

Q. My crew says there has been a mistake with their categorization. What should they do?
A. They must contact WORLD SAILING immediately.

If the issue is administrative (i.e. they have clicked "Group 3" instead of "Group 1") then WORLD SAILING will be able to sort this quickly.

If the issue involves a question of judgment by the Commission, then they may have to appeal unless the initial reviewer changes his or her mind in light of the new information provided.

Q. What do I do if I think another boat's crew's categorization is incorrect?
A. You should protest the boat before the end of the categorization protest time limit for the event

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