

World Sailing Class Associations

Regulation 10.2.1 (d)(e)

A submission from the Oceanic and Offshore Committee Chair

Purpose or Objective

To allow for recognition of offshore classes which due to the cost of the boats and nature of racing are not likely to meet the current criteria despite the providing competition for a wide range of nationalities.

Proposal 4

Regulation 10.2.1

(d) demonstrated, either by confirmation from the requisite number of Member National Authorities set out below or a list of registered boat owners, that the Class/owners association is 'actively racing' at events where the class rules apply with at least the following global distribution:

	Designation as an World Sailing Class		Entitled to World Championship
Category according to Hull Length	Boats per MNA	No. of MNAs	No. of Continents
Boats up to 6.0m	15	5	2
Boats >6.0m to 9.0m	7	4	2
Boats >9.0m to 12.0m	6	3	2
Boats >12.0m to 15.0m	4	3	2
Boats >15.0m	2	3	2

(e) the requirements of Regulation 10.2.1(d) may be waived by Council, upon recommendation of the Equipment Committee **or the Oceanic and Offshore Committee for Offshore Classes**, when considering a class which serves a unique aspect of sailing.

Current Position

As Above.

Reasons

1. Offshore Classes are often restricted to certain regions due to the nature of the sport and events. However, many have a diverse range of nationalities represented. For example the IMOCA Class for which it's racing is based in Europe. It is unrealistic that an IMOCA fleet would be established other continents given the costs of campaigns and lack of events, yet the Classes major event are participated in by a mix of nationalities.
2. By requiring the approval of the Oceanic and Offshore Committee for both the class and the events, it will ensure qualifying events can be limited to events such as the Route du Rhum, Vendee Globe and Globe 40.