

ISMA Championship Requirements

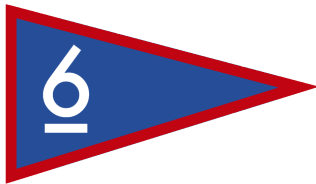
1. These notes set out the requirements of the International Six Metre Association (ISMA) for a major championship, including World and European Championships. However, the general principles, suitably modified can be applied to any regatta venue.
2. Where the term 'Organising Authority' is used in this document, it has the meaning set out in Racing Rules of Sailing (RRS) 89.1.

EVENT TITLE

3. Host organisations contemplating a sponsored event must consult ISMA at an early stage to ensure that there is no conflict with sponsorship arrangements that ISMA may already have in place. Any proposal to use a sponsor's name in the title of the event is subject to ISMA's approval. Organisers of the World Championship should note that World Sailing regulation 25.2.4 specifically forbids the title of an event to include the term "World Cup". Although the principal trophy in ISMA's World Championship is called the 'World Cup', the event must be referred to as the World Championship.

RACING

4. The principal aim is to deliver racing worthy of a major championship. ISMA's regulations for a World or European Championship are set out in the World Championship Deed of Gift and the European Championship Rules. The fundamental requirement is to deliver a programme of eight races over five days, with suitable time beforehand for a 'warm-up' event (minimum one race) and to allow for boat, sails and equipment measurement (minimum three days). Within this requirement there is room for some flexibility.
 - a) Although the ideal provision is a course made up of windward/leeward legs of two nautical miles each, it is recognised this can be difficult to achieve. If this requirement cannot be fulfilled, it is essential that Organising Authorities discuss this with ISMA before the Notice of Race is published. As a minimum the class will look for a course laid in an area where there is no significant wind interference from adjacent shorelines and with a first leg as close to two nautical miles as possible.
 - b) Ideally the courses will be laid in an area with no significant tidal stream. Where the course is affected by tidal streams these should be uniform across the whole course area so that no one side of the course is favoured.
 - c) Although the Deed of Gift and Championship Rules set out a preferred programme, there is some scope for modifying the programme to suit local conditions. Organising Authorities should discuss any changes they wish to make at an early stage before the Notice of Race is published.
5. Both the Notice of Race and the Sailing Instructions must be submitted to ISMA's Executive Secretary for approval before publication.



RACE MANAGEMENT

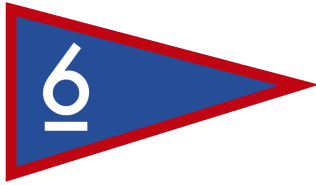
6. ISMA will need to be assured of:
 - a) The qualifications of the Race Officer in Charge – as a minimum a National Race Officer, and preferably an International Race Officer;
 - b) A suitable committee boat and sufficient mark laying and other support vessels to lay the course and to react to changes in wind direction;
 - c) A capability to react to the onset of bad weather;
 - d) A race team and race course dedicated solely to the event – courses shared with other classes are not acceptable.

WEATHER

7. ISMA has no formal wind limitations, but as a guide the class would normally expect to start races in winds up to a maximum of 21 knots (11 m/s) and not start races until there is a minimum of 5 knots (2.5 m/s) consistently across the race course. At lower wind speeds the effect of strong tidal streams may also raise the minimum required wind speed for fair racing. In sheltered waters higher wind speeds can be tolerated, conversely in exposed areas the sea state may prove a limiting factor. In these circumstances ISMA will look for venues which offer an alternative course area for bad weather.
8. ISMA will require to see weather predictions for the venue covering the proposed dates of the event, based on weather reports from recent years.

SHORE FACILITIES

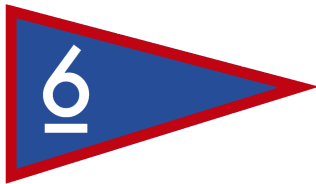
9. Lifting, Launching & Recovery. It is expected that most boats will arrive on road transport - either trucks or trailers. The venue must provide suitable facilities for lifting, launching and recovering the boats, and also stepping and un-stepping their masts. The lifting facility must be available throughout the regatta to lift boats out in an emergency. The Organising Authority must expect to receive up to 50 boats, launch them in time to meet the regatta programme and lift them out on completion of the regatta in a timely manner. The Organising Authority will be expected to put in place a system for determining a priority order for lifting boats out at the end of the regatta, taking account of their distance to travel and constraints such as ferry bookings. The Notice of Race should specify whether launching and hauling out costs are covered by the entry fee, and if they are not then what charges should be expected. Where the entry fee includes launching and lifting out, the cost of any additional lifts is not expected to be covered by the entry fee.
10. Berthing. The venue must provide sheltered berthing with direct access to the boats from the shore. Where boats are alongside pontoons, they should be berthed no more than two boats deep. There should also be space on shore to leave spare gear and sails while the boats are racing. Swinging moorings are not acceptable for berthing.



11. Parking for trucks and trailers. The Organising Authority must arrange secure parking for trucks and trailers for the duration of the regatta. Note that many boats travel with spare gear loaded on their truck or trailer, and there must be easy access to these throughout the regatta. It is possible that some boats will arrive some time before the event, and the Organising Authority should describe the arrangements made for the secure storage of boats, trucks and trailers, and the arrangements for lifting if required.
12. Support Boats. Many competitors will bring their own support boats, typically a RIB, or charter one locally. The Organising Authority must make provision for launching, berthing and hauling out support boats – associated costs are not expected to be included in the entry fee. The Organising Authority must plan to provide each support boat with an identifying flag individually numbered so that the boat can be clearly identified.
13. Technical Support. ISMA will look for venues which can provide a full range of technical support within easy reach. The Organising Authority should make arrangement for sail repair facilities to be available, with normal repairs completed overnight. Competitors will also expect to find a full range of yard services for rigging, repairs and chandlery supply, and prospective venues should describe where these will be found.

PRESS AND PUBLICITY

14. ISMA will appoint a public relations officer (paid by ISMA) and an event photographer & videographer (costs split 50/50 with ISMA/Organising Authority) to co-ordinate ISMA's own publicity based on the event and will expect the Organising Authority to co-operate in publicising the Class as well as the event itself.
15. During the event the Organising Authority will be expected to provide facilities for members of the press and ISMA's appointed team. This should include:
 - a) A secure work area (onshore media desks) where equipment can be safely and securely left, both during the day and overnight;
 - b) Access to a broadband or Wi-Fi connection with sufficient bandwidth to facilitate uploading video and high-resolution images within a reasonable timescale;
 - c) Availability of boats to observe, film and photograph the event. ISMA's public relations officer and photographer/videographer team will each require a boat, preferably a RIB no smaller than 6.5m long overall, and the Organising Authority will be expected to arrange the loan or charter of suitable boats (x2) with drivers;
 - d) Flags to clearly identify accredited media boats, including ISMA's public relations officer and the photographer/videographer team.
16. ISMA will expect to see the event clearly identified as an International Six Metre event. Provision should be made to display the class burgee (flag) on fixed masts and the principal committee boats – ISMA will supply on loan to the Organising Authority suitable flags for this purpose.



INTERNATIONAL JURY

17. The Organising Authority will be required to appoint an International Jury to meet the requirements of RRS 91(b) and Appendix N, and to provide a suitable meeting space, secretarial support and a suitable boat from which the jury members can observe the racing, to meet the requirements of the Chair of the Jury.

EVENT MEASUREMENT

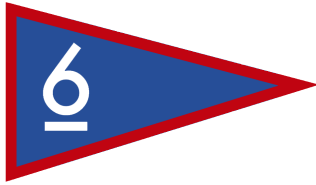
18. The Organising Authority will be required to appoint a Technical Committee for the event to meet the requirements of RRS 92, and to include a qualified measurer to act as equipment inspector and undertake event measurement checks. ISMA will wish to be consulted on which measurer is appointed and reserves the right to nominate a member to the event Technical Committee.
19. The Organising Authority shall provide appropriate facilities to help with the work of the Technical Committee including, but not limited to:
- a) The facility to weigh boats using a calibrated loadcell and produce a record of the results (currently this only applies to boats in the Open division);
 - b) A room with a floor suitable for sail measurement;
 - c) A small dinghy from which to observe flotation marks on the boats;
 - d) One or more assistants if required, for example to help holding tape measures;
 - e) ISMA will supply measurement devices to be used for checking flotation by measuring the forward and aft overhangs of each boat and will expect the Technical Committee to use these and produce a record of the results.

ACCOMMODATION

20. ISMA will need to be assured that a selection of accommodation is available for visitors in the local area at a range of prices to suit all tastes and budgets. If there is no accommodation within walking distance of the regatta venue, then provision should be made to reserve parking space for the competitors. It is also important for competitors to have access to a variety of restaurants and/or cafés, bars and bistros on those evenings when no social events are planned.
21. The Organising Authority shall provide accommodation in a mid-range hotel located in close proximity to the club, for the duration of the event for the ISMA Executive Secretary, as well as the ISMA media team, which includes the Public Relations Officer, a photographer and a videographer.

CATERING

22. The Organising Authority should note that competitors will need to embark with sufficient food and drink each day to provide for their requirements while they are on the water and ISMA will need to be assured that appropriate catering is available locally or can be provided by the Organising Authority. In addition, ISMA requires that fresh drinking water will be provided free of charge at



the venue so that competitors and their teams can easily fill their own water bottles each day in order to stay safely hydrated during the racing day.

PRIZES

23. ISMA will arrange for the principal trophies to be delivered to the Organising Authority before the prize-giving. The Organising Authority will need to show that they have appropriate secure storage, while the trophies are in their care.
24. The principal trophies are challenge trophies which the winners hold until the next event. ISMA will expect the Organising Authority to provide 'keeper' prizes for the winners to retain, including some form of memento for each member of the winning crews.
25. Some of the trophies are awarded to crews containing a woman or a young person, or to a Corinthian (amateur) crew or to boats with specific characteristics – ISMA will advise on these. The Organising Authority shall make arrangements to capture the necessary information at the event registration.

SOCIAL FACILITIES

26. ISMA requires that the Organising Authority provide an appropriate covered venue, with food and drink available, where competitors can meet before and after racing. This should be close to where the boats are berthed and is in addition to any specific social events that may be arranged. If there is no local clubhouse close to the boats, then a tent or marquee should be provided. ISMA will regard it as highly desirable that a Wi-Fi facility is available to competitors.
27. Other social events are at the discretion of the Organising Authority, but as a minimum ISMA would expect an opening reception at the start of the event and a prize-giving event at the end of the regatta.
28. Before the event starts, one morning needs to be set aside for ISMA to hold its Annual General Meeting (AGM). The Organising Authority should provide a suitable meeting room capable of holding up to 100 people and the date/time of this meeting should be arranged in consultation with ISMA's Executive Secretary before the event programme is published.

INVOLVEMENT OF THE LOCAL FLEET

29. At venues where there is a local Six Metre fleet, ISMA will expect local members to be involved with the event. In any case the national fleet should be involved as a partner with the Organising Authority. However, on occasions a venue may be selected where there is little or no local representation, specifically to encourage the development of local Six Metre racing. In such cases the Organising Authority will be expected to use the event to encourage local participation.