



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 and to allow for boat measurement. 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, it is recognised this can be difficult to achieve. As a minimum the class will look for legs of at least one nautical mile laid in an area where there is no significant wind interference from adjacent shorelines.
 - 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 any 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 the maximum of Beaufort Force 5 (21 knots, 11 m/s). 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. It is expected most boats will arrive on road transport - either trucks or trailers. The venue must provide suitable lifting facilities for lifting launching and recovering the boats, and stepping and un-stepping masts. The lifting facility must be available throughout the regatta to lift boats out in 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. Import and export. The Organising Authority will be expected to facilitate the temporary importation of foreign boats.
11. Berthing. 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 be space on shore to leave spare gear while the boats are racing. Swinging moorings are not acceptable.

12. 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 ready access 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 secure storage of boats, trucks and trailers and the arrangements for lifting if required.

13. 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.

14. 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

15. ISMA will appoint a public relations person to co-ordinate ISMA's own publicity, based on the event, and will expect the Organising Authority to co-operate in promulgating the Class as well as the event

16. During the event the Organising Authority will be expected to provide facilities for members of the press and ISMA's appointed public relations consultant. This should include:

- a. A secure work area where equipment can be safely left.
- b. Access to a broadband 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.

17. 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 on the principal committee boats – ISMA will supply on loan to the Organising Authority suitable flags for this purpose.

International Jury

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

19. Event Measurement

20. The Organising Authority will be expected to appoint a technical committee for the event, to include a qualified measurer to act as equipment inspector and undertake event

measurement. They should provide appropriate facilities to enable him or her to work including, but not limited to:

- a. The facility to weigh boats using a calibrated load cell
- b. A floor suitable for sail measurement.
- c. A small boat from which to observe flotation marks
- d. One or more assistants if required, for example to help holding tape measures.

ISMA will wish to be consulted on which measurer is appointed, and will wish to nominate a member to the event technical committee.

Visitors' Accommodation

21. ISMA will wish to be assured that a selection of accommodation is available 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. Competitors will need access to a variety of restaurants and/or cafés, bars and bistros on those evenings when no social events are planned.

Catering

22. The Organising Authority should note that competitors will need to embark sufficient food and drink each day to provide for their requirements while they are on the water and ISMA will wish to be assured that appropriate catering is available locally or provided by the Organising Authority.

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 boats with specific characteristics – ISMA will advise. Organisers should make arrangements to capture the necessary information at 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 additional 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. One evening of the regatta should be set aside for ISMA to hold its Annual General Meeting, which should be an evening with no other planned social events. The Organising Authority should provide a suitable meeting room capable of holding up to 100 people.

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, if any, 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.