

# ISAF Sailors' Classification Code

The Code and Frequently Asked Questions (FAQs)  
Guidance for  
Sailors, Class Associations and Organising Authorities

International Sailing Federation  
2nd Edition Effective November 2003

## Foreword

In recent years it has become important to many event organisers and Class Associations to have a universal system that provides a clear distinction between the 'professional' and the 'amateur' sailor. The ISAF Sailors' Classification Code exists as a service to provide events and classes with an international system for classification of sailors. Events and classes are not under any obligation to use a classification system but should they wish to do so the ISAF Code is available. Should a classification system be used for international events, the ISAF mandates that the ISAF Code will be the only system to be used. ISAF Classes using a classification system shall use only the ISAF Code. The ISAF Code is not applicable to the Olympic Classes.

The Code classifies sailors into three Groups: Group 1, Group 2 and Group 3. Classification is based on financial involvement in boat racing (whether direct or indirect) and/or the use in the sailor's work of 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 classifications – the ISAF does not discriminate between 'amateurs' and 'professionals'. It is up to classes and organisers to determine how they use the classifications.

Full details can be found in this booklet or on the ISAF web site:  
<http://www.sailing.org>

The Code has been developed and refined by an ISAF Working Party reporting to the ISAF Executive Committee. They also administer the Code. The group consists of a Chairman and a number of individual members, all volunteers, drawn from across the world and from Group 1, 2 and 3 sailors. ISAF staff support the Working Party. All correspondence should be addressed to the ISAF – [classification@isaf.co.uk](mailto:classification@isaf.co.uk)

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## Introduction

This booklet, revised in November 2003, contains the current ISAF Sailors' Classification Code (effective November 2003) together with over 75 frequently asked questions (FAQs) and their answers that help to clarify the interpretation of the Code and are designed to assist both sailors and administrators. A number of new questions have been added this year. The FAQs are in effect interpretations of the Code and are to be read with the Code. When published therefore they form part of the Code and are binding.

It is a fundamental principle of the Code that, in the first instance, it is the sailor who classifies himself or herself, since ultimately it is the sailor who knows the true relationship between his racing and his financial involvement in the sport. Sailing is an honour sport and, in making his classification declaration a sailor is expected not to abuse this trust. Cheating carries the same penalties as it does elsewhere in the sport. It follows from this that it is the sailor himself who must apply and complete the declaration. Applications made by someone other than the applicant himself are not acceptable.

All applications are reviewed and individual classification applications that appear not to be consistent with the Code are assigned to a review panel of up to three members, usually drawn from at least two countries. The task of the review panel is to assist the sailor identify the Group to which he belongs and to agree a classification, but if necessary, the panel may determine that classification. 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.

90% of all classifications are completed within 7 days. The target is to complete the remainder within 21 days dependent on the complexity of the case and how quickly the applicant corresponds with the review panel. If, therefore, you believe you will need a classification for a particular event please allow plenty of time, particularly if the application may not be straightforward.

We would strongly encourage sailors and administrators at all levels to familiarise 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 would encourage you to seek advice from the ISAF.

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

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# Frequently Asked Questions

## Definitions and Principles

### 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' includes only races organised in accordance with RRS 87 and includes sailboard racing.

### Pastime

- Q. What is the meaning of 'Pastime'?  
A. 'Pastime' means an unpaid leisure activity.

### Performance

- Q. What does 'contributing to the 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. Contributing to performance therefore means anything that may bring about a better result.

### Lower Age Limit *(revised November 2003)*

A sailor who has not yet reached his 18<sup>th</sup> birthday is deemed to be Group 1. A sailor who, after his 18<sup>th</sup> birthday, applies for a classification shall only take into consideration his activity between his 18<sup>th</sup> birthday and the Classification Date.

For a sailor whose age is between 18 and 24 the FAQs in section 'under 24 years old' apply.

### International Event

- Q. What is an *International Event*?  
A. Any event that is open to entries from competitors from any nation.

### Grants

- Q. A sailor receives a grant. Is he Group 1, 2 or 3?  
A. (a) He will be Group 3 unless he is either under 24 and the age exemption for Group 1 applies; or

(b) The grants are strictly for the expenses of going to specific regattas, exclude any contribution to the running or capital costs of the boat (not counting entry fees) and exclude any costs not specifically related to the entry fee, travel, accommodation or meals.

Q. A sailor receives a grant towards general physical training and boat costs. Is he Group 3?

A. Yes, unless the age exemption applies.

### **Personal Expenses** (*added November 2003*)

A sailor, without affecting his classification, 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 lump sum; and
- (c) only cover entry fees, 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.

An owner may accept reimbursement for reasonable personal expenses for himself and his crew from an event organiser or event sponsor without affecting his classification.

### **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.

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

Q. A sailor arranges *work* for himself that will make him a Group 3 sailor but he does not get *paid* until later in the year. Can he sail as a Group 1 (or 2) sailor until he receives payment?

A. No. The Code states that *pay* includes 'the acceptance by a sailor of an offer to give money....'. Therefore upon acceptance of the offer the sailor becomes Group 3.

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

Q. A sailor in the marine industry with a Group 1 classification changes his *work*. Must he notify the ISAF by submitting a new application?

A. The Code requires sailors to notify the ISAF immediately of any change of circumstances that would result in a change of classification. A sailor should reapply whenever there is a material change of his circumstances even if he believes he is still a Group 1 sailor.

### **Scope of 'Work'**

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

- Q. A sailor competes without *pay* in an event that requires classification. However within the preceding 24 months he has been *paid* for racing a boat in a class that does not require classification. Is he Group 1?
- A. No. Classification is based on all the activity of a sailor and not just that which pertains to the class or event that requires classification
- Q. A sailor was a Group 1 sailor at the time he applied for his classification. Subsequently he undertakes an activity that makes him a Group 2 sailor. Is he Group 1 until his current certificate expires?
- A. No. He becomes Group 2 the moment he undertakes Group 2 activities and he should reapply to the ISAF 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 his classification a sailor should consider all aspects of his activities and if any one part of his activity is in Group 2 or 3 that will determine his classification even though there are other activities which are Group 1.

### **Review of a Classification**

- Q. A sailor believes that the classification of another sailor is incorrect. Can he challenge it?
- A. (a) Yes. He may ask the event's Organising Authority or the Class Association to investigate and if there appears to be good reason to do so they may refer the case to the ISAF, whose panel will review the classification [Code 3.3(b)]; or
- (b) Where the Organising Authority of an event to which the Code applies has appointed a Classification Committee and an International Jury [Code 3.6] they have the power to change the classification of a competitor for that event only; or
- (c) At an event that is using the Code or where a class is using the Code he may protest the boat on which the sailor is racing [Code 5.1].

### **Validity of a Classification Certificate**

- Q. For how long is a classification certificate valid?
- A. Two years from the date of issue provided a change has not been made in the meantime because either
- (a) the sailor has submitted a new form; or
- (b) the ISAF has had reason to change the classification; or
- (c) there has been a review requested by a competitor
- 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 classification will be deleted from the list of sailors in 'search for a sailor'.

It is important therefore that a sailor keeps his email address up to date on the database.

### **Viewing other Classifications**

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



## Under 24 years old

- Q. May a sailor, under age 24 on the application date, *work* on a racing boat and remain Group 1?
- A. Yes, provided he *works* for no more than a total of 100 days in the *qualification period* prior to the application.  
Note however that this exemption no longer applies once he reaches his 24<sup>th</sup> birthday.
- Q. A sailor, under age 24, *works* for over 100 days in a Group 2 activity. He also *works* in a Group 3 activity for 1 week being a *paid* crew on a racing boat. Is he Group 3?
- A. Yes. Once the exemption ceases to apply, the normal tests of a sailor's activity come into force.
- Q. A sailor, under age 24, *works* for over 100 days in a Group 1 activity. Does occasional Group 2 or 3 activity make him a Group 2 or 3 sailor?
- A. No. He is Group 1. The exemption still applies as it is only Group 2 or 3 activity that may not exceed 100 days.
- Q. A sailor has not yet reached his 18<sup>th</sup> birthday. Does the Code apply?
- A. Yes, but he will be automatically classified as Group 1.

## Race Organisers & Officials

### Race officials, jury, umpires, measurers

- Q. May a race official, jury, umpire or measurer who is *paid* for their *work* be a Group 1 sailor?
- A. Not usually.
- (a) Code 2.1.1(b) excludes from Group 1 those who have been 'paid in connection with participation in racing'. 'Participation in racing' has a wider meaning than just 'competing in a race' or even 'participation in a race'. It means participation in any aspect of racing so he is Group 2; but
- (b) a paid event organiser who is entirely shore based and is not involved in running races may be Group 1.

## Instruction

### Teaching, coaching, advising

- Q. May a *paid* coach be a Group 1 sailor?
- A. (a) Yes. Teaching basic sailing only is a Group 1 activity; but  
(b) Coaching (teaching) racing is at least a Group 2 activity [Code 2.1.1(a)]; and  
(c) Coaching (teaching) and then racing on board with the crew is a Group 3 activity [Code 2.3(a)(ii)].  
Remember however the age exemption for competitors before their 24<sup>th</sup> birthday.
- Q. May a *paid* rules adviser who advises a crew be Group 1?
- A. No.  
(a) Advising on rules is *work* that requires knowledge that is capable of contributing to the performance of a boat in a race [Code 2.1.1(a)]. A rules adviser is therefore Group 2, provided he does not go on board with the crew while racing; or  
(b) If a *paid* rules adviser races with the crew he advises, he becomes Group 3.
- 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 he is being *paid* to teach, therefore he is being '*paid to race*' and is Group 3.

## Writers & 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 is a Group 2 activity [Code 2.1.1(a)]. If he races with crews he is coaching he is Group 3.
- Q. May a crew member be *paid* to write or broadcast about a race in which he is participating and remain Group 1 or 2?
- A. Yes, provided he is *paid* only to write and not to race and the payment 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 2 sailor?
- A. No. He may apply to be a Group 1 sailor 12 months after the original publication of the book or article provided  
(a) No other instructional books have been written by him that would disqualify him; and  
(b) A substantial revision has not taken place within the *Qualification Period*.
- Q. Does a journalist participating in a race and writing about it affect his classification?
- A. Not through this activity, provided he is 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 him, the company, or the campaign could well fall within the definition of Group 3 if racing aboard the boat is an integral part of his *work*.

## **Paid Crew**

### **Paid hands, stewards, stewardesses**

- Q. Is a *paid* crew on large sailing boats that never race or on motor boats Group 1?
- A. Yes
- Q. May a crew *working* 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 organised in accordance with RRS 87.
- Q. May a sailor who is *paid* to maintain his friend's boat but is not *paid* when racing on it be Group 1?
- A. No. He is Group 3. Maintenance is included in the activities in Code 2.3 (a) (ii).
- Q. A sailor *works* 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.
- Q. Can a sailor who gets *paid* for the delivery of a boat be a Group 1?
- A. Yes, unless he races on that boat, in which case he would be Group 3.

## Charter Boats

### Crew, Owners, Managers

- Q. An employee or director of a company whose business is *paid* to charter out boats, races on one or more of the boats occasionally or regularly. Is he Group 1?
- A. No, he is Group 3 if any boat with him on board takes part in a race held in accordance with RRS 87. The type of charter, the duration of the charter, the nature of the other people on board are immaterial.
- Q. An owner charters out his boat but never races on board her during the charters. Is he Group 1?
- A. Yes, provided there are no other reasons to be Group 2 or 3.
- Q. An 'owner's rep' (who is not the owner or part-owner) receives expenses for being aboard a chartered boat whilst racing. Is he Group 1?
- A. Yes, if the expenses are reasonable, are specifically for the event and do not in any way cover loss of earnings or make a contribution above directly incurred expenses. Otherwise the sailor is Group 3.
- Q. A sailor *works* regularly on a charter boat. Can he be Group 3?
- A. Not always. He would be Group 1 if the boat does not race, but Group 3 if the boat races. (see also Instruction.)
- Q. A sailor *works* 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.

### 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 organises 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 organised under RRS 87.

- Q. A charter company organises races for paying clients and 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 organises races in accordance with RRS 87 (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, 2 or 3.
- A. Group 3 – they are being *paid* to race.

## **Marine Businesses and Organisations** (*amended November 2003*)

- Q. Are all members of the marine industry automatically Group 2 or 3?  
A. No. Firstly those whose business or organisation 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 classification depends on a number of factors.
- Q. An employee of a marine business or organisation is employed as an accountant. Can he be Group 1?  
A. Yes. His *work* does not require knowledge or skill capable of improving 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 *works* as a machinist. Can he be Group 1?  
A. Yes. His *work* does not require knowledge or skill as set out in Code 2.1.1(a)
- Q. An employee of a manufacturer of deck hardware designs equipment for boats that race. Is he Group 1?  
A. (a) No. He is at least Group 2. Performance of boats that race is not just based on boat speed but everything required to win races, including therefore boat handling. Other examples would include designing software for race tactics and designing masts and spars; or  
(b) He would be Group 3 if he races on a boat for which he has created (or advised on) a custom layout or design.
- Q. A sailor is employed in a marine business in an administrative position. He is required to race occasionally with clients in his own time and without extra pay. Is he Group 1?  
A. No. Any sailor who is required to race on a client's boat by his employer is Group 3. He is no longer racing solely as a pastime.
- Q. The *work* or duties of a member of the armed forces or similar organisations includes the maintenance and/or preparation of a boat that races. Is he Group 2?  
A. (a) Yes, he is at least Group 2.  
(b) If his *work* or duties include participation in racing he is Group 3.



## Sailmakers

- Q. Are all employees of sailmakers automatically Group 3?
- A. No. Employees of sailmakers may be Group 1, 2 or 3.
- (a) If they race aboard boats using their employer's sails, they are usually Group 3; but
- (b) If their work is limited solely to those duties listed in Code 2.1.2 they may be Group 1; for example, those who sew sails, accountants or clerks.
- (c) The Group depends on the nature of the *work* and the relationship between the sailor's *work* and their racing.
- Q. Is a sailor working for a sailmaker in a purely administrative role Group 1 even if he races on a boat which uses his company's sails?
- A. He knows whether he has any influence on the choice of sails, their purchase and or their cut and their performance, but normally he would be Group 1.
- Q. A sailmaker makes sails only for boats that do not race. Can he be Group 1?
- A. Yes
- Q. An active partner in a sailmaking loft races with a friend who has now become a customer. He has known him and sailed with him for many years. Can he be Group 1?
- A. No, he is Group 3.
- Q. A sailmaker makes sails for a one-design class and sails in that class. Can he be Group 1, 2 or 3?
- A. Probably Group 3. However, if he is the sole manufacturer for that class and the sails are strictly one design, he may be Group 2, unless he uses his success in that class to promote his business generally, in which case he is Group 3.
- Q. A sailmaker makes a sail for himself for his own boat. Does this make him Group 3?
- A. Not by itself. His *work* requires knowledge and skill capable of improving a boat's performance, so this activity puts him clearly in Group 2. However, if he uses his success to promote sales to other competitors, he is Group 3.

## **Boat Sales (Dealers and Brokers)**

- Q. Can an employee of a company that sells sailing boats be Group 1?  
A. Normally no, they would be either Group 2 or Group 3, unless the boats sold by the company are not boats that race or the sailor's role in the company is strictly administrative.
- Q. Can a salesman for a company that produces or markets series-built production boats that race be a Group 2?  
A. Yes, unless he races with his clients, in which case he would be Group 3.
- Q. Is it possible for a broker to be a Group 1?  
A. Yes, unless some of the boats he sells are custom and/or series-produced boats that race.

## Boat Builders

Q. A boat builder builds only motor boats or commercial vessels (tugs, fishing boats, pilot boats). Is he Group 1?

A. Yes

Q. A boat builder builds only sailboats that do not race. Is he Group 1?

A. Yes

Q. Are all builders of boats that race Group 2 or 3?

A. No. They could be Group 1, 2 or 3 depending on the nature of their work and the relationship between the work and their racing.

Q. Is a sailor *working* for a boat builder in a purely administrative role Group 1 even if he races 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 his racing and is not involved in preparing the boat in any way for racing.

Q. A sailor *works* for a builder of boats that race, but never races on the boats he builds. Can he be Group 1?

A. He could be Group 1 or Group 2 depending on the actual *work* he does. If his *work* requires knowledge or skill capable of contributing to the performance of racing boats he is Group 2, if not then Group 1.

Q. A boat builder races on boats he has built. Is he Group 3?

A. Normally yes, but if he *works* only as a production worker (such as laying up fibreglass, fitting out interiors etc) or as an administrator, he could be Group 1. A boat builder however who influences the sale of a boat he builds by racing on it or other similar ones is Group 3.

## 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 himself Group 2?  
A. Yes.
- Q. Can a boat designer who races on a custom boat which he designed be Group 2?  
A. No, he is Group 3.
- Q. A boat designer has designed a boat for a new one design class and races in the class. Is he Group 3?  
A. Yes.
- Q. May a designer who is continuing to receive royalties from one of his designs for a boat that races become Group 1?  
A. (a) Yes, if the design is more than 2 years old and he does not race on a boat of that design; but  
(b) If he races on a boat of that design he is Group 3; and  
(c) If in the meantime he has designed other boats that race then the work on those designs becomes applicable.
- Q. Could a designer who is no longer receiving royalties from any of his designs be Group 1 or 2?  
A. Yes. One year after receiving his last royalty, he would be Group 2, and two years afterwards he would be Group 1.

## Boat Yard and Marina Operators

- 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 he is involved in any tuning, testing maintaining or preparation of the boat for racing then he will be 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 someone who fairs hulls, keels, or rudders be Group 1?
- A. No, this is *work* utilising knowledge or skill contributing to the performance of a boat [see Code 2.1.2]. He is Group 2, unless he races on that boat, in which case he is Group 3.
- Q. Can an owner or employee of a marina be Group 1?
- A. Yes, unless he engages in other activities that would make him Group 2 or 3.

## **Prizes** (amended November 2003)

- Q. A Group 1 sailor wins a valuable non-monetary prize such as a watch, presented by the event organisers or event sponsors. Does this affect his classification?
- A. No. Occasional prizes of a non monetary nature given by event organisers or event sponsors are not viewed as *pay* unless a sailor uses a regular circuit with valuable prizes to substantially and regularly augment his income.
- Q. A Group 1 sailor receives a bonus beyond reasonable expenses (monetary or otherwise) in an event. Does this affect his classification?
- A. Yes, he would become Group 3, unless the bonus was awarded directly by the event organisers or event sponsors as a prize.
- Q. A Group 1 or 2 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 his classification?
- A. Yes, he would become Group 3. However a sailor may, without affecting his classification, accept part of a monetary prize that does not exceed his reasonable personal expenses (as defined in the Code) for that event, provided they have not already been reimbursed.
- Q. A Group 1 or 2 helmsman or owner wins a cash prize. May he accept this prize in order to pay the expenses of bringing his boat and/or crew to that event without affecting his classification?
- A. No, he may only accept the part of the cash prize that covers his personal expenses and/or the cost of reimbursing the personal expenses of his crew for that event (as defined in the Code). He 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 or 2 sailor accept 'appearance money' to race in an event?
- A. No, he would be receiving *pay* and therefore would be Group 3 unless the appearance money was less than his specific personal expenses to attend the event

## **Guidance Notes for Organising Authorities and Class Associations**

The ISAF Working Party is available to assist, if required, in advising Class Associations and Organising Authorities on how to get the best from the Code. Members are also available to liaise for specific events or classes.

When the Code is selected for an event it shall be stated in the Notice of Race.

Guidance for Notices of Race and Sailing Instructions is set out in the Code, Page 5. In particular it is recommended that all Notices of Race for specific events should include a Classification Protest Time Limit. This will help to clear all classification issues before the first race.

Where limits are set on the number of group 2 or 3 sailors on board, classes and events should consider whether they wish to have all sailors classified or only those sufficient on each boat to meet the group 1 (and 2) requirements.

It is strongly recommended that at least one panel member be present at major international events. Where appropriate a full Classification Committee can be set up under Code 3.6. It is also advisable to include in the Notice of Race or Sailing Instructions the right of a Classification Committee panel member to check crew against crew lists on board after racing and to review the classifications of those on board.

The classification of any sailor who has applied and been granted a classification can be found on the ISAF web site under 'Search for a Sailor'. Further, it can be exported to the PC of an Organising Authority using 'Export' on the web site.

Personal information about individual sailors is never made available to anyone except the ISAF Working Party and a properly constituted Classification Committee and International Jury under Code 3.6. The competitor's declaration in the Application specifically limits any activity of investigation to the ISAF or any body acting with its authority.

## 22. ISAF SAILOR CLASSIFICATION CODE

### *Preamble*

The ISAF Sailor Classification Code exists as a service to provide Events and Classes with an international system of classification for sailors.

Events and Classes are not under any obligation to use a classification system but should they wish to do so the ISAF Code is the only system that shall be used.

The ISAF Code is not applicable to the classes selected as equipment for the Olympic Regatta.

When the ISAF Sailor Classification Code is selected for an event it shall be stated in the Notice of Race.

The display of advertising on a boat or equipment beyond Category A in the Advertising Code, does not influence the sailors' classification in this code.

### 22.1 *Definitions of this Code*

#### Work includes:

employment, self-employment, payment by fee and any ad-hoc payment; or full time and part time *work*; or for services supplied, whether in person or through a partnership or limited company.

#### Pay and its derivatives means:

the receiving by a sailor of; or the acceptance by a sailor of an offer to give money, money's worth, remuneration, gratuities or compensation in any form.

#### Pay does not include:

a grant towards; or provision of; or reimbursement of money not exceeding the amount of reasonable expense incurred for entry fees, travel, accommodation and meals in connection with and necessary for a specific event.

#### Entrant mean:

as the context requires, the boat, the person or organization that enters the boat (RRS 75) and the person in charge (RRS 46).

#### The Classification Authority:

is ISAF.

#### The Classification Date is:

the date when a classification or change of classification is requested, or, if later, the date when a classification is validly challenged by a protest.

#### The Qualification Period to become a Group 1 competitor is:

24 months before the *Classification Date*, during which the competitor has not been engaged in Group 3 activities; or

12 months before the *Classification Date*, during which the competitor has not been engaged in Group 2 activities.



The Qualification Period to change from a Group 3 competitor to a Group 2 competitor is: 12 months before the *Classification Date*, during which the competitor has not been engaged in Group 3 activities.

International Event means:

an event that accepts entries from competitors from any nation.

### **Competitor Classifications**

22.2 The classifications of competitors are to be determined as follows:

#### 22.2.1 Group 1

- (a) Except as provided below, a Group 1 competitor is a competitor who has completed the *qualification period* and:
  - (i) takes part in racing only as a pastime, and whose *work* does not require knowledge or skill capable of contributing to the performance of a boat or boats in a race or series; and
  - (ii) has not been *paid* in connection with participation in racing.
- (b) However, a competitor who before his or her 24<sup>th</sup> birthday has engaged in Group 2 or Group 3 activities for no more than 100 days in the *Qualification Period* is a Group 1 competitor.
- (c) A competitor, who is not a Group 3 competitor and any of whose *work* at any time in the 12 months before the *Classification Date* has been in a marine business or organization, is:
- (d) a Group 1 competitor if the *work* does not utilize or require knowledge or skill capable of contributing to the performance of a boat or boats in a race or series, and is limited to being an investor, business adviser, manager, administrator or production worker, provided that he or she is not for any other reason a Group 2 or 3 competitor, otherwise;

a Group 2 competitor.

#### 22.2.2 Group 2

A Group 2 competitor is a competitor who is not a Group 1 competitor and has not been a Group 3 competitor in the *Qualification Period*.

#### 22.2.3 Group 3

A Group 3 competitor is a competitor who, within the *Qualification Period*

- (a) has been *paid* for:
  - (i) competing in a race,
  - (ii) training, practising, tuning, testing, maintaining or otherwise preparing a boat, its crew, sails or equipment for racing, and then competed on that boat, or in a team competition, in a boat of the same team; or
- (b) has been *paid* \$US2,000 or more for allowing his or her name or likeness to be used in connection with his or her sailing performance, sail racing results or sailing reputation, for the advertising or promotion of any product or service; or
- (c) has publicly identified himself or herself as a Group 3 competitor or as professional racing sailor.

### 22.3 Classification Procedures

A Competitor may be required to be a member of his/her MNA to hold a valid ISAF Sailor Classification.

- 22.3.1 It is the responsibility of the competitor to declare his or her correct classification and to notify the *Classification Authority* immediately of any change of circumstances that would result in a change of classification.
- 22.3.2 A competitor, having read this Code, shall declare his or her classification by completing a form approved by ISAF and submitting it to the *Classification Authority*.
- 22.3.3 There is no fee. The *Classification Authority* will review each form. It may ask the competitor to supply further information before a classification is confirmed or corrected, or may itself seek further information from any source. It will try to confirm or correct a classification within 28 days of receiving all necessary information.
- 22.3.4 A classification, once issued, will remain in force [for two years], unless the classification is [previously] changed by the *Classification Authority*:
- (a) because the competitor has submitted a form indicating that his or her classification has changed; or
  - (b) because the *Classification Authority* believes it has good reason to do so; or
  - (c) as a result of a review requested by the competitor.
- 22.3.5 When a competitor does not agree with a classification made by the *Classification Authority*, the competitor may ask the *Classification Authority*, in writing, to review the classification, giving reasons. The *Classification Authority* will try to do so within 14 days of receiving all necessary information. A fee may be payable.
- 22.3.6 ISAF will maintain and publish on a website a list of the classifications of competitors. The list will state the expiry date of the classification.
- 22.3.7 When asked to do so by the Organizing Authority of an event to which this Code applies, the *Classification Authority* may delegate to a Classification Committee and to an International Jury appointed for the event the power to classify, or change the classification of, a competitor for that event only. Details shall be included in the Notice of Race and the *Classification Authority's* written authorization shall be available for inspection at the event. A competitor may ask the *Classification Authority* for a review of a Classification Committee decision before the Crew Deadline for the event, after which it may ask an International Jury, if appointed, for such a review.
- 22.4 Event Procedures
- 22.4.1 The *entrant* shall give to the Organizing Authority, no later than the Entry Time Limit in the Notice of Race, a Crew List stating the classification of each competitor. The Crew List may comprise more competitors than will take part in any one race, in which case the *entrant* shall also give the Organizing Authority, no later than the Crew Deadline in the Notice of Race, a Crew List for each race.
- 22.4.2 An *entrant* wishing to use a competitor not included in the initial Crew List shall submit to the Organizing Authority a revised Crew List no later than the Crew Deadline when no change to the crew is permitted after that time, otherwise as soon as possible.
- 22.4.3 The Organizing Authority will display the latest Crew Lists on the Official Notice Board as soon as possible after the Crew Deadline.

## 22.5 Protest Grounds and Procedure

22.5.1 After the Crew Deadline a boat may be protested on the grounds that:

- (a) when classification for a competitor was applied for, information that should have led to a higher classification was not disclosed; or
- (b) a competitor has, since being classified, engaged in activities incompatible with the classification

and that the boat would break the Crew Limitations in the Notice of Race and Sailing Instructions were the classification to be corrected. The time limit for a boat to protest is the Classification Protest Time Limit, or, if later, 24 hours after the posting of a changed Crew List. The Sailing Instructions may state a different time limit.

22.5.2 When a protest is upheld, the boat will not be penalized but shall not race with that competitor as crew, unless the sailing instructions permit a change of crew after the Crew Deadline and then only when the Protest Committee is satisfied as to the eligibility of the changed crew. If the decision to uphold the protest is made after the boat has raced in the event, the boat will be disqualified from any race already completed.

22.5.3 The protestee is entitled, on request, to present evidence of a personal or private nature in the absence of the protestor, and the Protest Committee shall not record that evidence in the protest decision. When the Protest Committee, on hearing the evidence, is not satisfied that it is of a personal or private nature, it shall disregard the evidence unless it is offered again in the presence of the protestor. This changes RRS 63.3(a).

22.5.4 When the Protest Committee is in doubt as to the classification of a competitor, it may refer its facts found to the *Classification Authority* and shall be governed by the decision by the *Classification Authority* on those facts.

22.5.5 The Protest Committee shall report its decision to the *Classification Authority*.

**The ISAF Classification Code application form can be completed online at:  
[www.sailing.org/classification](http://www.sailing.org/classification)**

**For any queries, please contact ISAF by email at: [classification@isaf.co.uk](mailto:classification@isaf.co.uk)**