



**ISAF Sailor Classification Code  
ISAF Regulation 22**

**Frequently Asked Questions (FAQs)**

International Sailing Federation  
10th Edition Effective 1st February 2012

## 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 Sailor Classification Code, ISAF Regulation 22, 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 the only system that shall be used. When using the Code they are under an obligation to properly administer and implement it.

With an important change introduced for 2010 the Code now classifies sailors into two Groups: Group 1 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. It is up to classes and organisers to determine how they use the classifications.

For 2012, some changes were made to Regulation 22 regarding how long a Group 3 sailor remains with this Classification when they participate in three elite Events, specifically, the Olympic Sailing Competition, the America's Cup and the Volvo Ocean Race. A document defining the latter two events is now posted on the Classification website <http://www.sailing.org/classification/37703.php>

In our continuing efforts to clearly define how we determine Classification, we have added to these Frequently Asked Questions, new questions covering the extended Classification time for Group 3 sailors in the above mentioned events, as well as an additional page of FAQs about Riggers.

Finally, we will go live in February 2012 with an entirely new online website which will help make the Classification application process more efficient and easier to understand when answering the questions required to help both ISAF and the ISAF Classification Commission complete this process.

Full details can be found in this booklet or on the ISAF web site:  
[www.sailing.org/classification](http://www.sailing.org/classification)

Guidance notes for Race Officials, Class Managers and Event Organisers are also available on the site at [www.sailing.org/raceofficials/event-management.php](http://www.sailing.org/raceofficials/event-management.php)

An ISAF Commission, reporting to the Executive Committee of ISAF, 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 3 sailors. The ISAF Secretariat supports the Commission. All correspondence should be addressed to the ISAF Secretariat at [classification2@isaf.co.uk](mailto:classification2@isaf.co.uk)

Thomas Rinda  
Chairman  
ISAF Sailor Classification Commission  
January 2012

## Introduction

This booklet, revised for January 2012, contains the new ISAF Sailor Classification Code together with almost 150 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 himself, since ultimately it is the sailor who knows the true relationship between his racing and his financial involvement in the sport. It is the applicant's responsibility to disclose voluntarily all information necessary to determine his proper Classification and not to give false or misleading information. 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. The task of the review panel is to assist the sailor to 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. Subject to the provisions of Regulation 51, the decisions of an Appeal Panel are final.

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 officials 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 guide from time to time to reflect further decisions and comments received.

<b>Contents</b>	<b>Page No.</b>
<b>Foreword</b>	2
<b>Introduction</b>	3
<b>Frequently Asked Questions (FAQs)</b>	
1. Definitions	5
2. Terms	7
3. Principles	8
4. Challenging another Sailor's Classification	10
5. Under 24 years old and under 18	11
6. Race Organisers & Race Officials	12
7. Instruction – Teaching, Coaching and Advising	13
8. Writers and Broadcasters	14
9. Paid Crew and Employees	15
10. Olympic and Elite Squad Sailors <i>revised January 2012</i>	16
11. Charter Boats	19
12. Corporate Entertaining	20
13. Marine Businesses and Organisations	21
14. Sailmakers	23
15. Riggers <i>added January 2012</i>	24
16. Boat Sales (Builders, Dealers and Brokers)	25
17. Boat Builders	26
18. Boat Designers	27
19. Boat Yard and Marina Operations	28
20. Sponsorship and Advertising <i>revised January 2012</i>	29
21. Prizes	31
22. What happens at an interview at an event	32

# 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 organised in accordance with RRS 89.1 and includes sailboard *racing*.

### Grants

- Q. A sailor receives a *grant*. Is he Group 1 or 3?  
A. He will be Group 3 unless the *grant* is strictly for *personal expenses* in which case he will be Group 1.
- Q. A sailor receives a *grant* towards general physical training, coaching or boat costs. Is he Group 3?  
A. Yes.

### *Personal Expenses*

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 per diem amount or lump sum; 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 himself and his crew from an event organiser or event sponsor without affecting his classification.

- Q. Is the receipt of money by a sailor to compensate for his 'lost wages' from his normal *work* when off *racing* considered to be 'expenses'?  
A. No. Such reimbursement is, in any form, considered as *pay*. He is therefore, by definition, Group 3 unless the age exemption applies.
- Q. After winning a World Championship an owner takes all his crew for a holiday at his ski chalet. He *pays* 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. His wife or partner is invited too and similar expenses *paid* for. She is not part of the crew. Does he become Group 3?
- A. No.
- Q. An owner wins a World Championship and gives each of his 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.

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

- Q. A sailor accepts an offer of *work* for *pay* at a later date that will make him Group 3. Is he a Group 1 sailor until he starts 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 himself that will make him a Group 3 sailor but he does not get *paid* until later. Is he a Group 1 sailor until he receives *payment*?
- 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 *unpaid* 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 his 18th birthday is Group 1. A sailor who, after his 18th birthday, applies for a classification shall only take into consideration his activity between his 18th birthday and the *Classification Date*.

For a sailor whose age is between 18 and 24 the FAQs in section 'under 24 years old' apply, see page 11.

### 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, see page 19.

### 3. Principles

#### 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 may result in a change of classification. A sailor must 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. He is Group 3. 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 3 sailor. Is he Group 1 until his current certificate expires?
- A. No. He becomes Group 3 the moment he undertakes Group 3 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 3 that will determine his classification even though there are other activities which are Group 1.

#### Validity of a Classification Certificate

- Q. For how long is a classification certificate valid?
- A. Normally 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

However where a sailor is Group 1 because of the age exemption for sailors who are under 24, a certificate may, at the Commission's discretion, be issued which is valid only to his 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 classification will show as 'expired' in the list of sailors in 'search for a sailor'.

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

- Q. Is ISAF permitted to change the classification of a sailor at an interview at an event?
- A. Yes. Regulation 22.3.6(b) allows ISAF to change a Classification at any time when it believes it has good reason to do so.  
See pages 32 & 33

## 4. Challenging another Sailor's Classification

### Viewing other sailors' 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 their current classification. This can be searched by individual name, the first 3 letters of a name, or by country.

### Challenges to another sailor's Classification

- Q. A sailor believes that the classification of another sailor is incorrect. Can he challenge it?
- A. (a) He should ask the event's Organising Authority, the Class Association or ISAF in confidence to investigate and they may refer the case to the ISAF Classification Commission, whose panel will review the classification [22.3.6(b)]; 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* [22.5].

## 5. Under 24 years old and under 18

### Under 24

Q. May a sailor, under age 24 on the application date, *work* on a boat that races and remain Group 1?

A. Yes, provided he *works* for no more than a total of 100 days in the qualification period.

**Note:** However if he continues to *work* on the *racing* boat after his 24th birthday he becomes Group 3 and must therefore make a new application immediately.

Q. A sailor, under age 24, is employed by a marine business or organisation and races with customers. This would make him Group 3. He does this for more than 100 days but races with customers for less than 100 days. Does the age exemption make him Group 1?

A. No he is Group 3 because his employment makes him a Group 3 sailor and he is engaged in this activity for more than 100 days.

Q. What happens when a sailor reaches his 24th birthday and has used the exemption to be classified as Group 1? Does he become Group 3 automatically?

A. Not necessarily. Any Group 3 activity on or after his 24th birthday will make him Group 3. The exemption only covers activities prior to his 24th birthday.

Q. A sailor reaches his 24th birthday and continues with or starts Group 3 activities. Must he notify ISAF immediately by submitting a new application?

A. Yes, he must do so.

For Olympic and Elite squad sailors who are under 24 see the specific FAQs on pages 17 & 18.

### Under 18

Q. A sailor has not yet reached his 18th birthday. Does the Code apply?

A. Yes, but he will be automatically classified as Group 1 [22.2.1(b)(i)].

Q. What should a sailor do when he reaches his 18th birthday?

A. If the sailor is carrying out any Group 3 activity after his 18th birthday he must reapply and where eligible use the age exemption to request a Group 1 Classification.

## 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, he is 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, he is 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 him and not for the boat, but may be *paid* by either the appointing body or the boat  
(b) However If he engages 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 he may be Group 3

If a Race Official is *paid* to advise or coach see the FAQs on Instruction on page 13

## 7. Instruction

### Teaching, coaching, advising

Q. Is a sailor who is *paid* to teach basic sailing, 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 he is Group 3 if he has been *paid* for *work* that includes the coaching of:

- i. any competitor, crew or team to prepare for or compete in any of the following:
  - The Olympic and Paralympic Sailing Competitions and Qualifying Events;
  - Regional Games;
  - America's Cup Match, Acts and Series;
  - Grade 1 Match Racing Events;
  - World and Continental Championships of ISAF Classes;
  - ISAF Events;
  - Global and Trans Oceanic Races; or
- ii. a National, State or Provincial Team; or
- iii. a Collegiate or University Team where the *work* is the principal paid activity of the competitor who is applying for a Classification.

(b) Otherwise he is Group 1.

Q. If a *paid* coach who is otherwise Group 1 races on a boat whilst coaching does he remain Group 1?

A. No, he would become *paid* crew. See the FAQs on Paid Crew on page 15.

Q. A sailor who *works* at a University teaching physics is also *paid* to coach the College sailing team. Is he Group 1?

A. Yes, provided his coaching is not his principal *paid* activity.

Q. May a *paid* rules adviser be Group 1?

A. Not necessarily as he is a coach: see the FAQs in this section.

Q. A sailor teaches basic navigation. Is he Group 1?

A. Yes, provided that he does not teach *racing* strategy or tactics in which case he may be 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.

## 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* is a Group 3 activity
- Q. May a crew member be *paid* to write or broadcast about a race in which he is participating and remain Group 1?  
A. Yes, provided he is *paid* only to write and not to compete in the 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 3 sailor?  
A. No. He 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 him that would disqualify him; and  
(b) A substantial revision has not taken place within the Qualification Period.
- Q. When a journalist participates in a race and writes about it does this 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*.

## 9. Paid Crew and Employees

Q Can a sailor who is *paid to work* by the owner of a boat on which he races be a Group 1 sailor?

A No, he is Group 3 unless there is no connection between his *work* and the boat on which he races.

Q. Is a *paid crew* on large sailing boats that never race or on motor boats Group 1?

A. Yes, provided that his *work* on the sailing boat or motor boat is not connected to a boat on which he races.

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 89**.

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 Regulation 22.2.2(b).

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.

## 10. Olympic and Elite Squad Sailors *revised January 2012*

**For sailors who have reached their 24th birthday:** For sailors who are under 24, please see the FAQs at the end of this section regarding the under 24 exemption.

- Q A sailor is a member of an Olympic squad, development squad or similar squad or team and receives *grant* funding because of this. Is he 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, practising, tuning, testing, maintaining or otherwise preparing himself and his 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 he competes in an Olympics?
- A No. However, it is likely that an Olympic athlete receives support from his or her MNA and this will need to be considered if it constitutes *pay*.
- Q A sailor is a member of an Olympic squad, development squad or similar squad or team and does not receive *grant* funding. However he receives free or subsidised coaching, shipping, access to professional advice or services (such as fitness training, medical services, physiotherapy, weather forecasting etc.) Is he Group 3?
- A Yes. See Answer 1 above. *Pay* includes *money's worth* and benefits in kind. The receipt of free or subsidised equipment or services is a benefit in kind.
- Q A Group 3 sailor competes in an Olympic Sailing Competition. Does this affect his classification status?
- A Yes. From 1 December 2011 onwards, any Group 3 sailor who competes in an Olympic Sailing Competition will remain Group 3 for 5 years after the final day of racing at the Olympics 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 is Group 1 and competes at the London 2012 Olympics. In August 2013, he becomes a Group 3 sailor. Because he competed in an Olympic Sailing Competition, he is now Group 3 until August 2017 as this is 5 years from the end of the Olympics in which he competed, whether or he has ceased any Group 3 activities since that time.

In August 2017, the sailor can apply for a new classification and the usual *Qualification Period* of the 2 years prior to the application date will be considered.

Sailors are referred to ISAF Regulation 22.2.3.

- Q Does this apply to sailors who competed in the 2008 Olympics or earlier?
- A No. It only applies for the 2012 Olympics in London and later Olympiads.
- Q Does this apply to the Paralympic Sailing Competition?
- A No.



- Q. A sailor is employed in an organisation that provides him with additional *paid* leave and/or contributes to his expenses to race, practice or prepare. Is he a Group 1 sailor?
- A. No, he is Group 3.
- Q. A sailor receives from a commercial organisation a contribution to his living expenses and/or the running expenses of his campaign over and above those allowed as '*personal expenses*' (see page 5). Is he a Group 1 sailor?
- A. Not normally. He is Group 3 if the contribution is accepted in return for selling, promoting or advertising the donor's products, services or support or allowing his name, reputation or likeness to be used in any way for any commercial purpose [22.2.2(f)]. Otherwise the sailor is Group 1.
- Q. A sailor receives from his family or friends a contribution to his living expenses and/or the running expenses of his campaign over and above those allowed as '*personal expenses*' (see page 5). Is he 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 his living expenses and/or the running expenses of his campaign over and above those allowed as '*personal expenses*' (see page 5). In return he is required to race with the donor. Is he a Group 1 sailor?
- A. No, he is Group 3
- Q. A sailor receives from a 'not for profit' sports organisation, National Authority, other Government body, foundation or charity a contribution to his living expenses and/or the running expenses of his campaign over and above those allowed as '*personal expenses*' (see page 5). Is he a Group 1 sailor?
- A. (a) No. He is Group 3 if the organisation 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. He is Group 1 if the members of an organisation, such as a Sailing Club, hold a fund raising event for the members to make personal contributions; or  
(c) No. He is 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 subsidised coaching, fitness coaching etc is he 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 his classification?
- A. No, however if the boat was given to the sailor and he sold it and retained the proceeds he would become Group 3.

**For sailors who are over 18 but have not yet reached their 24th 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 22.2.2 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 his campaign expenses. Is he Group 3?
- A. Yes. This would make him Group 3. His *grant* is for more than 100 days even though he 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 his MNA as part of his membership of a squad or team. Is he 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. Is he Group 1?
- A. Yes, provided there are no other reasons to be Group 3.
- Q. A sailor charters out a boat that never races when under charter. Is he Group 1?
- A. Yes
- Q. A sailor charters out a boat that he owns directly or indirectly, partially or fully, and races on it whilst under charter but **does not steer** it during the races. Is he Group 1?
- A. Yes, provided it is only an occasional charter and is not part of any business activity. Otherwise the sailor is 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 and steers her for part or all of the race(s). Is he Group 1?
- A. No, he is 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. Is he Group 1?
- A. No, he is Group 3 if any boat on charter with him 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*. Is he Group 1?
- A. Yes, if the expenses comply with those described as '*personal expenses*' on page 5 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 *works* regularly on a charter boat. Would 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 on page 13.)
- 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.

## 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 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 89.
- Q. A charter company organises 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 organises 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 Organisations

- Q. Are all members of the marine industry automatically Group 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 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 *works* as a machinist. Can he be Group 1?  
A. Yes.
- Q. An employee of a manufacturer of deck hardware designs equipment for boats that race. Is he Group 1?  
A. Yes. However, 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. Can a salesman of a manufacturer of deck hardware be Group 1.  
A. Yes if the equipment is generic. However, if he races on a boat to which he has sold equipment then he is Group 3.
- Q. A sailor has *paid work* as a rigger on boats that race but does not race on any boat he has rigged. Is he Group 1?  
A. No, he is Group 3 as his *work* requires knowledge and skill that is capable of enhancing the performance of a boat in a race and that can be utilised whilst on board when *racing*.
- 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 and he is being *paid for work* that includes competing in a race.
- Q. The *work* or duties of a member of the armed forces, similar organisations or corporations (for example the Guardia Finanzia in Italy) includes the maintenance and/or preparation of a boat that races. Is he Group 3?  
A. Yes, if he competes on board that boat or in 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 *works* in a chandlery. Is he a Group 3?  
A. No. He is normally Group 1 unless he provides a boat or its sails and then races on it in which case he is Group 3.
- Q. A sailor *works* for a marine electronics business. Can he be Group 1?  
A. Yes, unless he has knowledge or skill in using that equipment that would enhance the performance of a boat in a race or if he is on board a boat in a race to promote his product in which case he is Group 3.
- Q. A sailor *works* for a mast builder. Can he be Group 1?  
A. Yes, unless he has knowledge or skill in tuning that mast that would enhance the performance of a boat in a race or if he is on board a boat in a race to promote his product in which case he is Group 3.

## 14. Sailmakers

- Q. Are all employees of sailmakers automatically Group 3?  
A. No. Employees of sailmakers are usually Group 3 but Classification depends on the exact nature of the *work* and the relationship between the sailor's *work* and his *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 *working* 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. Is he Group 1?  
A. No, he is Group 3. [22.2.2(d)].
- Q. A sailor *working* for a sailmaker or as an agent is involved in sales or marketing of sails and races with customers. Is he Group 3?  
A. Yes. Even if he does not have knowledge or skill capable of enhancing performance. [22.2.2(c) applies]. If he does not race with his customers he could be a Group 1 if he does not have knowledge or skill capable of enhancing performance.
- Q. A sailor *working* for a sailmaker is involved in sales or marketing and uses his employer's sails when *racing* on his own boat. Is he Group 3?  
A. Yes. Even if he does not have knowledge or skill capable of enhancing performance. [22.2.2(c)].
- Q. Is a sailor *working* for a sailmaker as a sail designer of *racing* sails always a 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 he races with customers or if he has knowledge and skill capable of enhancing performance he would be Group 3.
- 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 a sail for himself for his own boat. Does this make him Group 3?  
A. Yes. His *work* requires knowledge and skill capable of improving a boat's performance and which can be utilised whilst on board a boat when *racing*

## 15. Riggers added January 2012

- Q. Are all employees of rigging companies automatically Group 3?  
A. No. Employees of riggers are sometimes Group 3 but Classification depends on the exact nature of the *work* and the relationship between the sailor's *work* and his *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. Is he Group 1?  
A. No, he is Group 3. [22.2.2(d)].
- Q. A sailor *working* for a rigger or as an agent is involved in sales or marketing of race boat rigging and races with customers. Is he Group 3?  
A. Yes. Even if he does not have knowledge or skill capable of enhancing performance. [22.2.2(b) applies]. If he does not race with his customers he could be a Group 1 if he does not have knowledge or skill capable of enhancing performance.
- Q. A rigger makes rigging only for boats that do not race. Can he be Group 1?  
A. Yes
- Q. An active partner in rigging company 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 rigger makes rigging for himself for his own boat. Does this make him Group 3?  
A. Yes. His *work* requires knowledge and skill capable of improving a boat's performance and which can be utilised whilst on board a boat when *racing*
- Q. A sailor *works* for a mast builder. Can he be Group 1?  
A. Yes, unless he has knowledge or skill in tuning a mast that would enhance the performance of a boat in a race or if he is on board a boat in a race to promote his product in which case he is Group 3.
- Q. A sailor *works* for a production rigger. Can he be Group 1?  
A. Yes, unless he has knowledge or skill in tuning that mast that would enhance the performance of a boat in a race or if he is on board a boat in a race to promote his product in which case he is 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. Is he Group 1?
- A. Yes, he is 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. Is he Group 3?
- A. Yes.
- Q. A broker sells a boat to a client and races on her for many years. Does he remain Group 3 throughout?
- A. No, he is Group 3 for the first 24 months as his *paid work* in this period has included supplying a boat that he then raced on. [Code 22.2.2(c)]  
He must then go through the timeout period before becoming Group 1.  
This is 24 months and will date from his last race in the initial 24 month period.  
If he sells another boat and races on it he must go through the whole cycle again

However if the boat sold and on which he races is being used to market, demonstrate or in any other way influence the purchase of a boat by other customers (whether or not he then races with them) he remains Group 3 as Code 22.2.2(b) applies.

Note: This principle also applies to yacht designers, see page 27

- Q. An employee or owner of a company that sells boats races on a boat that is owned by that company. Is he Group 1?
- A. No, he is Group 3.
- Q. A sailor owns a boat that is built by the company he *works* for and races on it. Is he Group 1?
- A. No, he is Group 3.
- Q. A sailor *works* for a dealer and owns and races a boat sold by the dealer. Is he Group 3?
- A. Yes.

## 17. 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 only builds sailboats that do not race. Is he 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 *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 any way in preparing the boat for *racing*.
- Q. A sailor *works* for a builder of boats that race, but never races on the boats he builds. Is he Group 3?
- A. He could be Group 1 or Group 3 depending on the actual *work* he does. If his *work* requires knowledge or skill capable of contributing to the performance of boats in a race and that can be utilised whilst actually *racing* he is Group 3, if not then Group 1. Refer to FAQs on Marine Businesses and Organisations on page 21.
- Q. A boat builder races on boats he has built. Is he Group 3?
- A. No, usually he would be Group 1. However:
- (a) a boat builder who influences the sale of a boat he builds by *racing* on it or other similar ones is Group 3.
- (b) If his *work* requires knowledge or skill capable of contributing to the performance of boats in a race and that can be utilised whilst actually *racing* he is 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 himself Group 1?

A. Yes.

Q. Can a boat designer who races on a boat which he designed be Group 1?

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.

See also page 25.

## 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 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 a sailor who has *paid work* to fair hulls, keels, or rudders be Group 1?
- A. Yes, provided he does not race on any of the boats for which he has carried out this *work*, otherwise 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 3.

## 20. Sponsorship and Advertising *revised January 2012*

The Sailor Classification Code states:

'The display of Competitor Advertising in accordance with the Advertising Code, Regulation 20, even if *payment* is received for it, does not influence the sailor's classification 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, moneys worth etc.) in return for genuine advertising is considered to be for advertising and not for any of the *work* as set out in 22.2.2.

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 22.2.2 he 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 he/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 organises sponsorship for a boat he has chartered do the same criteria apply as set out above?

A. Yes

Q. If the owner, charterer or a sponsor representative passes some of the *payment* on to other members of the crew do they become Group 3?

A. Yes, but only if the *payment* 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 and Elite Sailors on page 16).

Q. Is a sailor Group 3 just because he or she competes in the Volvo Ocean Race or America's Cup events?

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 the Volvo Ocean Race or America's Cup events affect a sailor's classification status?

A. Yes. From 1 December 2011 onwards, any Group 3 sailor who competes in an the Volvo Ocean Race or America's Cup events will remain Group 3 for 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). This applies whether or not the sailor was Group 1 or 3 at the time of the Volvo Ocean Race or America's Cup events.

For example, a sailor is Group 1 and competes in the Volvo Ocean Race or America's Cup events. In August 2013, he becomes a Group 3 sailor. Because he competed in the Volvo Ocean Race or an America's Cup event, he is now Group 3 until August 2018 as this is 5 years from the end of the event in which he competed, whether or he has ceased any Group 3 activities since that time.

In August 2018, the sailor can apply for a new classification and the usual *Qualification Period* of the 2 years prior to the application date will be considered.

Sailors are referred to ISAF Regulation 22.2.3.

Q. Does this affect the 2011-2012 Volvo Ocean Race?

A. No. ISAF has exempted the current edition of the Volvo Ocean Race from the effect of this measure. See the notice on the ISAF classification website.

Q. What are defined as America's Cup events?

A. ISAF has determined what events constitute the America's Cup. Sailors must read the notice on the ISAF classification website for the exact list.

## 21. Prizes

- 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 pre-arranged 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 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 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 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.

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

Sometimes at a major event a representative of the ISAF Sailor Classification Commission will be present at Registration in order to carry out an organised series of spot checks. This will have been stated in the NOR.

The list of sailors required for interview 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 ISAF Classification Commission will only be present at this time. No other arrangements have or will be made with ISAF.

Q. What happens at an interview?  
A. The Commission's representative will discuss the sailor's classification 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, he 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 International Jury). If the Commission's representative concludes at the end of the interview that the sailor's classification should be changed, the sailor will be informed of that fact and the reasons why.

Q. Will a sailor's classification be changed at the interview?  
A. It is the responsibility of each sailor to be totally open and honest with ISAF when applying for classification. There is a continuing obligation under the Code to inform ISAF immediately of any circumstances which may lead to your classification 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 ISAF or has omitted to tell ISAF 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 ISAF, or if a sailor was not frank in their initial application, then it is possible their classification may be changed.

Q. What should I tell my crew?  
A. You must tell your crew to ensure their classifications 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 ISAF.

ISAF will not correspond with anyone other than the sailor in question due to legal reasons. This means it cannot answer queries from skippers or crew bosses on behalf of crew.



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

Q. When do changes to classification take effect from?

A. Immediately.

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

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

Q. My crew says there has been a mistake with their classification. What should they do?

A. They must contact ISAF immediately.

If the issue is administrative (i.e. they have clicked "Group 3" instead of "Group 1") then ISAF 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 classification is incorrect?

A. You should protest the boat before the end of the classification protest time limit for the event