



CISM SAILING REGULATIONS

2012



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1. HISTORY OF CISM SAILING

In 1948, Belgium, Denmark, France, Luxembourg and the Netherlands initiated the process that saw the birth of CISM. A year later in 1949 the 1st World Military Sailing Championships was hosted by France, in Brest. The competition was sailed in the Star Class dinghy and the gold medal was won by Denmark. The silver medal was won by the Netherlands and the United Kingdom took the bronze medal. The 2nd World Military Sailing Championship was hosted by Denmark in Copenhagen and again the Danish Sailors walked away with the Gold Medal.

In 1954 two of CISM Sports disciplines Naval Pentathlon and Sailing were combined and formed a new CISM Sport discipline namely Sea Week. From then through to 2000 Sea Week was presented almost every year. Sweden hosted Sea Week 8 times whilst Italy, Greece and the Netherlands have each hosted this event 4 times. Other countries that have hosted Sea Week include Italy, USA, Argentina and Norway. In 1998 it was determined that the competitor base for Sea Week had grown too big, there were over 300 participants at the events, and it was agreed by the CISM Board of Directors that Sea Week should revert back to being two different sporting disciplines. The last CISM Sea Week Championship was hosted by Sweden in 2000.

In 2001 Canada hosted the first Military World Sailing Championships as Sailing became recognised as one of CISM's 26 World Sporting Disciplines. Bahrain, Brazil, Denmark, France, India, Poland and Spain have since all hosted World Military Sailing Championships.

Sailing was included as a sport in four of the 5 World Military Games that have scheduled by CISM. At the 1999 during the 2nd World Military Games in Croatia, sailing was not included as sport, and Denmark hosted a World Military Sailing Championship instead.

In 2000 Cdr/Lt Col Diane Hope (CAN) was appointed as the first President of the CISM Sports Committee for Sailing. In 2005, after the 39th World Military Sailing Championships was held in France, Cdr Ditmar Anderson (DEN) succeeded her. He remained the President through to 2010 when he handed over to Cdr B. Weller (RSA).

There has been a World Military Sailing Championships every year since 1949 (with the exception of 15 years) making this sport one of the few sports that holds regular championships. Since 2000 there have been countries representing each of the continents at the championships and the number of countries participating has averaged at 20 per event.

2. COMPOSITION OF THE CISM SPORTS COMMITTEE FOR SAILING (CSCS)

- 2.1. The CISM Sport Committee for Sailing (CSCS) manages the sport of Sailing within CISM, as directed by CISM's Rules and Regulations and as instructed by the CISM Board of Directors. The purpose of this Committee is to ensure that Sailing remains a world level sport within CISM through professional management, liaison, regular revision of sailing policies and regulations and proper planning. This means that the Committee must;



- a. manage and develop CISM Sailing for military athletes, both male and female throughout all member nations;
 - b. oversee the management of any CISM Sailing activities and ensure they are conducted according to CISM's Policies and Regulations and CISM's Sailing Regulations;
 - c. supervise the drawing up of international, continental and regional calendars for up to five (5) years in advance, and ensure that planned events between CISM and civilian competitions do not conflict with each other; and
 - d. the maintenance of proper liaison with international, continental and regional sailing authorities shall be administered by the CSCS.
- 2.2. The CISM Sport Committee for Sailing (CSCS) shall be comprised of the following members.
- a. The President. The President shall be appointed by the CISM Board of Directors, after they have been nominated by their own countries. Each President shall serve for a minimum period of four (4) years. Such a term shall only be extended if there are no other suitable nominees and if supported by the member's country. As President, he/she is required to attend the Sports President's Annual Meeting held in January/February of each year, the CISM AGA/AGM held in May annually and the annual World Military Sailing Championships.
 - b. CSCS Africa Member. Elected by representative from the CISM Africa Sailing members, and approved by own country. This member is required to attend the World Military Sailing Championships and all CISM Continental Sailing Activities.
 - c. CSCS Americas Member. Elected by representative from the CISM Americas Sailing members, and approved by own country. This member is required to attend the World Military Sailing Championships and all CISM Continental Sailing Activities.
 - d. CSCS Asia Member. Elected by representative from the CISM Asia Sailing members, and approved by own country. This member is required to attend the World Military Sailing Championships and all CISM Continental Sailing Activities.
 - e. CSCS Europe Member. Elected by representative from the CISM European Sailing members, and approved by own country. This member is required to attend the World Military Sailing Championships and all CISM Continental Sailing Activities.
- 2.3. Names and contact details of current serving members are detailed on the CISM Website (<http://www.cism-milsport.org>). To obtain these details navigate yourself from the CISM home, via the 'SPORTS', and the 'Sailing', pages to the 'CISM Sailing Committee' section.



- 2.4. The CSCS shall meet annually, in principle, during the World Military Sailing Championships, usually before the Championship Preliminary and Technical Meetings.
- 2.5. The CSCS Enlarged Meeting shall be held annually, during the World Military Sailing Championships and shall serve as the AGM for CISM Sailing.

3. APPLICABLE REGULATIONS

- 3.1. These CISM Sailing Regulations are to be read in conjunction with the CISM Regulations and the International Sailing Federation (ISAF) Racing Rules of Sailing (RRS). They are intended to clarify and elaborate, as required, on the technical requirements of a CISM sailing competition.
- 3.2. For all general matters, CISM Regulations will be followed for all CISM Sailing Championships.
- 3.3. For all administrative and technical matters dealing with CISM sailing competitions, CISM Sailing Regulations and the current ISAF RRS will be followed.
- 3.4. The properly constituted Protest Committee will handle all protests as detailed in the ISAF RRS. This committee will perform the role of '*Technical Jury*' as specified in the CISM Regulations.
- 3.5. Appeals against the decisions of the Protest Committee shall be handled by the 'Jury of Appeal' as specified in the CISM Regulations except where there is a non-appealable International Jury constituted in compliance with the current ISAF RRS.
- 3.6. Situations requiring a resolution that is not covered by the CISM Regulations, the ISAF RRS or the World Military World Sailing Championships Sailing Regulations (SI) will be decided by the CSCS. These decisions will remain in force for the duration of the Championships.
- 3.7. The host country's Chief of Delegation is responsible for ensuring that the Organising Committee is in possession of the most current versions of the following regulations which will guide the Organising Committee in the planning for and conduct of the championship:
 - a. CISM Regulations.
 - b. CISM Sailing Regulations.
 - c. ISAF RRS.
 - d. Class Rules (If applicable).
 - e. Local (Sailing) Rules.



4. ORGANISATION OF CISM SAILING CHAMPIONSHIPS

- 4.1. All CISM Sailing competitions shall be organised in conformity with CISM Regulation (Article 7.1. of the CISM Regulations).
- 4.2. The levels of CISM Sailing competitions are:
 - a. World Games/World Military Sailing Championships.
 - b. Continental Games/Continental Sailing Championships.
 - c. Regional Sailing Championships.
 - d. Bilateral Sailing Championships.
- 4.3. The World Military Games are organised every four years and the host nation shall determine whether sailing will be offered as one of the sports of the games.
- 4.4. The World Military Sailing Championships will normally be organised be organised on an annual basis. In the years that the World Military Games are scheduled the World Military Sailing Championships shall be part of the Games. Should the Games not include sailing, then every effort shall be made to schedule a World Military Sailing Championship elsewhere.
- 4.5. Continental, Regional and Bilateral Sailing events shall be organised as and when required by the CSCS Continental members.
- 4.6. The CISM Board of Directors shall approve the calendar for the organisation of the World Military Sailing Championships during the CISM Annual General Assembly. This calendar provides confirmation from the respective Chief of Delegation of the organising nation to be held two years following the AGA and for the final calendar (with exact place and dates) of the competition to be held one year following the AGA.
- 4.7. At least ten (10) months prior to the championship, the organising committee must make available to the President of the CSCS all the pertinent information concerning the championship. This information must include the following:
 - a. The contact information for the Chairman of the Organising Committee.
 - b. Confirmation of the type of boat that will be sailed during the competition.
 - c. A copy of the draft Sailing Instructions.
 - d. A copy of the draft programme for the event.
- 4.8. The host country's Organising Committee will organise the World Military Sailing Championships in accordance with the regulations listed in Chapter 8



of the CISM Regulations, entitled “*SPORTS EVENTS*’. Any queries with respect to these regulations should be referred to the President of the CSCS.

5. **LANGUAGES**

- 5.1. The CISM Sailing Regulations will be prepared in English by the CSCS, to co-ordinate these regulations with CISM Regulations and the ISAF RRS, as English is the common language among these regulations. These regulations will be translated into French, Spanish and Arabic if such a capability exists.
- 5.2. In the event of any discrepancies between the English version of the CISM Sailing Regulations and any of the other language versions, the English version shall prevail.

6. **GENERAL RESPONSIBILITIES AND FUNCTIONS WITHIN THE ORGANISATION AND CONDUCT OF CISM SAILING CHAMPIONSHIPS**

- 6.1. **The CSCS.** The CSCS is responsible for overall conduct and technical supervision of the championship, and in this regard will;
 - a. review the preparations made by the Organising Committee and recommend changes if required;
 - b. meet with the Chief Race Officer, the President of the Protest Committee and the Senior Umpire (in the case of Match Racing event) to finalise the Sailing Instructions;
 - c. conduct a detailed technical site inspection of the venue and all facilities, especially the boats to be used for the competition;
 - d. brief the OCR on the preparation for the championships; and
 - e. formally approve all preparations, prior to the Preliminary Meeting.
- 6.2. **The Organising Committee.** The Organising Committee is established by the host nation and will be responsible for the organisation and general conduct of the event.
 - a. In organising the event, the Committee shall comply with rules and regulations as detailed in the following:
 - i. CISM Regulations.
 - ii. ISAF RRS
 - iii. CISM Sailing Regulations
 - iv. Local Rules (applicable to the actual sailing conditions and areas).



- b. The Committee shall be responsible for the administration and support of the championships including the provision of suitable competition site and technical support.
 - c. Close liaison shall be maintained by the Organising Committee itself and the CISM Secretariat in Brussels and the President of the CSCS at all times during the preparation phase of the event.
 - d. During the championship itself the Chairman of the Organising Committee shall liaise closely with the OCR and the President of the CSCS.
 - e. The Organising Committee shall provide a draft of the Sailing Instructions for the championships to the CSCS at least six (6) months prior to the event. An example of Sis is available in ISAF RRS and in Annexure B of these Regulations.
- 6.3. The Race Committee. The Race Committee is appointed by the Organising Committee in accordance with the regulations as detailed in ISAF RRS and may be comprised of both qualified military and/or civilian personnel. The Chief Race Officer, the senior most member of the Committee shall prepare and direct races in compliance with the ISAF RRS.
- 6.4. The Protest Committee. The Protest Committee shall be an International Jury as detailed in ISAF RRS for all fleet racing events. Should the event be a match racing competition or include such a format, then the appointment of the requisite Umpires shall be in accordance with the ISAF RRS.
- 6.5. The Jury of Appeal. The OCR at the event will be the President of the Jury of Appeal. Three or more members (one per country) will be elected at the Preliminary Meeting from the Chiefs of Missions/Team Managers of the competing nations. Its function is to deal with any complaints laid by a nation that it is not satisfied with a result during the competition. Its mission ends after the official Closing Ceremony. It should be noted that if a Jury (Protest Committee) complies fully with the requirements of the ISAF RSS, then none of its decisions may be appealed. The Jury of Appeal can only intervene in the following cases:
- a. When summoned by the OCR.
 - b. Upon request of either of the following:
 - i. The President of the CSCS.
 - ii. The Chairman of the Organising Committee.
 - iii. The Chief Race Officer
 - iv. The President of the Protest Committee.



- 6.6. The Equipment Committee. During the competition there shall be an Equipment Committee chaired by a member of the CSCS and made up of a person or persons familiar with the boats supplied for the competition. This Committee shall be responsible for all decisions concerning the repair and maintenance of the boats and equipment used with the boats. The Committee shall also determine whether any equipment broken or damaged was as result of lack of proper seamanship preventative measures by the crew or through no fault of the crew members especially when a redress of breakdown is requested.
- 6.7. The Official CISM Representative (OCR). An OCR will be appointed by the CISM Board of Directors for each and every World Military Sailing Championships. The duties and responsibilities are detailed in Article 2.4, Chapter 2 of the CISM Policy Manual.
- 6.8. Chiefs of Mission (COM)/Team Managers (TM)¹. The Chiefs of Mission/Team Managers are appointed by the Chiefs of Delegations of participating nations and are responsible for the behaviour of their mission in matters related to sport and general discipline. They are to ensure that the members of their missions respect the rules and directives prescribed by CISM and the arrangements made by the Organising Committee. COM/TM must enforce the rules pertaining to behaviour and dress regulations during the Opening and Closing Ceremonies and any other official functions organised by the Organising Committee.
- 6.9. Coaches. Coaches for participants are appointed by the nations that they represent. Though every effort will be made to ensure that coaches get the opportunity to observe the racing from the water they are not permitted to conduct any coaching during the racing. Coaches may in no way interfere with any aspect of the organisation and management of the championships. Coaches are an inherent part of the delegation and will required to participate in both the Opening and Closing ceremonies and any other official function as organised by the Organising Committee. The Organising Committee will give guidelines with respect coaches that are not military personnel with respect to participating in the official functions.
- 6.10. VIPs Status. The following VIP Status shall be adhered to with respect to the various protocol aspects of the championship.
- a. VVIP. The following members are to be regarded as VVIPs:
- i. All CISM Officials as listed in the CISM Regulations, Article 1.13 (Precedence in Protocol)
 - ii. The Official CISM Representative (OCR). He/She will be accorded a place of honour and have precedence over all other CISM officials, except for the President of CISM.

¹ A Chief of Mission (COM) is appointed when the mission is participating in any and CISM Sailing Championship, except when the mission is participating in a World Military Games when a Team Manager is appointed instead.



- iii. The President of the CISM for Sailing.
 - iv. The Chairman of the Organising Committee.
 - v. Host Country Senior Officers and Civilian as identified by the Organising Committee.
- b. VIP. The following are to be regard as VIPs:
- i. CSCS members.
 - ii. The Chief Race Officer.
 - iii. The Chairman of the Protest Committee/Jury
 - iv. Key Role Players of the Organising Committee.
 - v. Host Country Senior Officers and Civilian as identified by the Organising Committee.

7. PARTICIPATION AND ELIGIBILITY

7.1. Mission. A mission of any nation taking part in a CISM World Military Sailing Championship is normally constituted as follows:

- a. 1 x Chief of Mission/Team Manager (*See footnote 1, page 10*)
- b. 1 x Coach
- c. Competitors (Mixed). (*The total depends on the number of crew required to sail the boat.*)
- d. Competitors (Ladies). (*The total depends on the number of crew required to sail the boat.*)
- e. Alternate/Reserve. (*A maximum of 2 maybe included, one per boat, and if authorised by the host country. This will be detailed in the official invitation.*)
- f. Spouse. The host nation may extend an invitation that the COM may bring his/her Spouse with.
- g. CSCS Member. (*Only if the country has a member who is a member of the CSCS. Though these members are part of the mission, they will not be counted in the mission size.*)

7.2. Additional Personnel. No additional members may be included in the mission unless written approval is obtained from the Organising Committee. The Organising Committee may refuse to accept extra members where there



insufficient facilities to accommodate additional personnel, and/or where additional personnel have no function within the mission.

- 7.3. Competitor Eligibility. The eligibility requirements for competitors are clearly detailed in Article 3.19, Chapter 3, CISM Policy Manual. The Organising Committee is responsible for ensuring that all participants meet these requirements and are to check their credentials when they register. Where there is any doubt or the credentials are not in order, the member's mission shall have three (3) days to obtain the correct credentials or remedy the situation.

8. CHAMPIONSHIP PROGRAM OF EVENTS.

The Organising Committee shall as far as possible use the following schedule when planning the Championship. A detailed program shall be issued to all officials and participants detailing the events, time, places, dress and any special instructions on their arrival. This program shall also be displayed on the official notice board/s. Any changes to the program to the program will be communicated to all concerned as quickly as possible and will also be displayed on the official notice board. The main events are as follows:

- 8.1. 2 Days before Missions arrive; the CSCS shall arrive. All preparations for the championships should be complete by this date.
- 8.2. 1 Day before the Missions arrive the CSCS will:
- a. Meet with the Organising Committee.
 - b. Meet with the Chief Race Officer and the President of the Protest Committee.
 - c. Inspect the facilities.
 - d. Inspect the Boats.
- 8.3. DAY 1
- Arrival of Missions
 - Registration
 - Allocation of Accommodation
 - Orientation of Venue
- 8.4. DAY 2
- Preliminary Meeting (OCR, CSCS, Organising Committee, COMs)
 - Press Conference (OCR, Organising Committee)
 - Boat Orientation (Coaches, Competitors)
 - Practice Races (Competitors)
 - Opening Ceremony (All participants)



8.5. DAY 3

COM/Skippers Briefing (CSCS, Organising Committee, COM, Skippers)
Racing

8.6. DAY 4

COM/Skippers Briefing (CSCS, Organising Committee, COM, Skippers)
Racing
COM Dinner (OCR, CSCS, Organising Committee, COM)

8.7. DAY 5

COM/Skippers Briefing (CSCS, Organising Committee, COM, Skippers)
Racing
CSCS Enlarged Technical Meeting (CSCS, COM, Coaches)

8.8. DAY 6

COM/Skippers Briefing (CSCS, Organising Committee, COM, Skippers)
Racing
Prize Giving (All Participants)
Closing Ceremony (All Participants)

8.9. DAY 7

Friendship (Culture) Day (Compulsory for all missions)

8.10. DAY 8

Missions, CSCS depart.

9. PRELIMINARY MEETING

The Preliminary Meeting is scheduled as the first official activity of the championship and deals with all matter related to the organisation of the event.

9.1. Attendance. Attendance is compulsory for the following:

- a. Official CISM Representative.
- b. President of the CSCS.
- c. Chairman of the Organising Committee.
- d. Chief Race Officer.
- e. Chairman of the Protest Committee/Jury.
- f. CSCS Members.



- g. Chiefs of Missions/Team Managers.
- h. Key personnel from the Organising Committee.
- i. Observers.

9.2. Agenda. The Agenda for the Preliminary Meeting shall include the following items and any additional as required by the Organising Committee.

- a. Roll call of missions present.
- b. Welcome and Introduction.
 - o OCR
 - o President CSCS
 - o Chief Race Officer
 - o Chairman of Protest Committee/Jury
 - o Organising Committee Key Personnel
- c. Briefing on the program.
 - o Opening Ceremony
 - o Closing Ceremony
 - o CSCS Enlarged Technical Meeting
 - o COM Dinner (Gift Exchange)
 - o COM/Skippers Briefings
 - o Press Conference
 - o Cultural Day
 - o Social Activities
- d. Appointment of Jury of Appeal
- e. Drawing of Boats.
- f. Other matters of Importance
- g. Closure

9.3. Dress. The Dress for all those attending the Preliminary Meeting shall be uniform.

10. CSCS'S ENLARGED TECHNICAL MEETING

The CISM Sports Committee for Sailing's Enlarged Technical Meetings is scheduled to deal with all matters that deal with the business of CISM Sailing.

10.1. Attendance. Attendance is compulsory for the following:

- a. Official CISM Representative.
- b. President of the CSCS.



- c. Chairman of the Organising Committee.
- d. CSCS Members.
- e. Chiefs of Missions/Team Managers.
- f. Coaches
- g. Observers

10.2. Agenda. The Agenda for the CSCS's Enlarged Technical Meeting shall include the following items and any additional as required by the President of the CSCS.

- a. Roll Call of Nations
- b. Welcome and Introduction
 - o CSCS Members
- c. CISM Sports Regulations.
- d. CISM Sailing Regulations
- e. Promotion and Development of CISM Sailing
- f. CISM Sailing Calendar 2013 – 2018
- g. Feedback on current championships.
- h. Information on the next championships
- i. Regional Reports
 - o Africa
 - o Americas
 - o Asia
 - o Europe
- j. Other matters of importance

10.3. Dress. The Dress for all those attending the meeting shall be casual/sports clothing.

11. BOATS

11.1. The host nation is responsible for providing the boats that will be used for the competition. The number of boats should be equal to or greater than the number of competing nations. There must be at least one spare boat available, to replace any boat that is seriously damaged. Should the host



nation be unable to provide a sufficient number of boats, then a round robin boat rotation system shall be implemented.

- 11.2. Boats for the competition must be a multi-crewed (two or more crew members) international or national class of dinghy/yacht. The class of boat must be made known at least one year prior to the championship. Details with respect to the boat must be posted on the internet.
- 11.3. All boats used for a championship shall be of equal condition and speed.
- 11.4. Single handed dinghies may be included as an additional and separate class, but these boats shall not replace the requirement for a multi-crewed class.
- 11.5. The boat selected for the championship must be of a design and configuration in which previous experience is not a dominating factor in the overall performance. The boat will also be of a design and configuration in which extreme athleticism, individual crew weight and size are a minor factor in the overall performance. The intent is to ensure that any skilled crew can quickly learn about the boat and sail competitively.
- 11.6. All boats that are used for the competition must have a current measurement certificate, which must be made available to the CSCS during the inspection of the boats.
- 11.7. Boats shall be allocated to competing nations at the Preliminary Meeting. The decision as to whether competitors will retain the same boat throughout the championship, or that the boats will be rotated after each race or on a daily basis will be made when the CSCS meet with the Organising Committee, and the Chief Race Officer just prior to the arrival of the missions. Boat allocations will be posted on the Official Notice Board.
- 11.8. Competitors are to take every possible measure to ensure that they look after the boats allocated to them. They are to inspect the boats on receiving and to report any problems immediately to the responsible member of the Organising Committee. When they are finished using the boats, they shall again inspect the boats and again report any damage or problems to the Organising Committee. Competitors are to ensure that all boats are clean when they have finished, that all rubbish has been removed, and that all equipment have been properly stowed.
- 11.9. No changes may be made to any of the competition boats, unless approved in the Sailing Instructions (SI) or by the Chief Race Officer in writing. Any such changes shall be posted on the Official Notice Board.
- 11.10. Unless notified to the contrary, such as in the Sailing Instructions (SI), competing crews shall be permitted to carry magnetic/electronic compasses and speed pucks onboard. The placement of such equipment onboard shall be such that it does not interfere with the sailing of the boat. The Organising Committee and the host Nation shall in no way be held accountable for any loss or damage to this equipment.



12. COURSE LENGTH AND NUMBER OF RACES

- 12.1. Number of Races. A minimum of twelve races shall be scheduled, weather permitting. Five races shall be the minimum required number of races to be completed to constitute a championship.
- 12.2. Course Length. Courses shall be kept to a reasonable length (rather shorter than longer) to ensure that the race schedule is achieved.
- 12.3. Courses. The Chief Race Officer shall determine the course/s to be sailed and shall indicate this in the Sailing Instructions (SI).
- 12.4. Race Area. Where possible the race area shall be sited as close to the shore as possible so as to encourage spectator participation and to reduce transit time for boat rotation.
- 12.5. Boat Rotation. Boat rotation if required, shall be carried out in the most economical manner in terms of time and cost.

13. SUPPORT BOATS

The Organising Committee shall provide the following support boat complete with the requisite identification flags/markings.

- 13.1. 1 x Committee Boat.
- 13.2. 2 or more Mark Laying boats. These will also act as rescue boats during the racing. Additional boats can be added as rescue boats if required.
- 13.3. 1 x VIP boat for the OCR and the CSCS.
- 13.4. 1 x Jury Boat for the Jury. In the case of match racing sufficient boats must be provided for the Umpires.
- 13.5. Coach Boats. Team Coaches need to get onto the water to watch their teams perform. Ideally the coaches are grouped into small groups and placed on different boats.
- 13.6. COM/TM Boats. The COM/TMs also like to observe the racing from on the water. However they can be grouped in larger boats, even onto one large boats.
- 13.7. The following additional support boats should if possible be provided:
 - a. Repair Boat. The repair crew on the repair boat can fix any minor damages and effect minor repairs.
 - b. Medical Boat. Medical personnel onboard the medical boat can attend to minor medical problems experienced by competitors.



- c. Press Boat. The need for a Press Boat is determined by the Organising Committee.
- d. Ferry Boats. The need for ferry boats will be determined by the Organising Committee and on the need to ferry competitors to their boats from the shore or other competing boats.
- e. Any additional support boats as determined by the Organising Committee.

14. AWARDS

The following Awards shall be awarded at the end of the Championships and shall be provided by the host nation:

- 14.1. CISM Medals. Official CISM Medals shall be awarded to the crew and coaches for the mixed and ladies races.
 - a. First place – Gold
 - b. Second place – Silver
 - c. Third place – Bronze
- 14.2. CISM Sailing Challenge Trophy. The CISM Sailing Challenge Trophy is awarded to the winner of the CISM Sailing Championship. Nations winning this trophy are required to maintain the trophy whilst it is in their safekeeping. They are also required to have their nation's name engraved on it and to ensure that the trophy is handed over to the Organising Committee of the next championship prior to the event taking place.
- 14.3. Badges and Diplomas. Badges and Diplomas shall be issued in accordance with CISM's Policies and Procedures.
- 14.4. Fair Play Award. The Fair Play Award is an award that is awarded to an individual or team that has shown the most positive sportive spirit throughout the championship. Each nation has the opportunity to submit a nomination (one per nation). The CSCS shall determine the winner after the nominations have been counted.

15. ANTI-DOPING CONTROL

Doping and the use of performance enhancing drugs is strictly forbidden by CISM, and random tests of competitors are to be conducted to ensure compliance. This is in-line with international norms.

- 15.1. Anti-Doping testing will be carried out in compliance with CISM's Anti-Doping regulations as detailed in Chapter IV in the CISM Policy Manual and the latest WADA code.



- 15.2. The number of competitors to be tested during the championship will be decided by the OCR, the President of the CSCS and the Chairman of the Organising committee. A minimum of 5 competitors shall be tested.



ANNEXURE A

INVITATION FILE

The Invitation File is the first impression that a competing nation gets on the quality of a championship and the idea on the professionalism of the Organising Committee. It is important to pay attention to both the content and to the 'cosmetics' of the invitation file. The file must be compiled in accordance with the regulations as detailed in CISM's Policy and Procedures Manual. There is a guideline available on CISM's Official Website (<http://www.cism-milSPORT.org>).

1. Submission of Invitation File. Once the Invitation File is completed, it must be forwarded to CISM HQ, for attention the Secretary General, in Brussels at least ten (10) months. A copy should also be forwarded to the President of the CSCS. Once the Invite File has been approved by the CISM Secretary it will be placed on the Website. Copies of the Invitation File have to be sent by normal mail to the following:
 - The CISM President.
 - The Official CISM Representative.
 - The Continental CISM Vice President.
 - The CISM Secretary General.
 - The Chief of the CISM Liaison Office.
 - The President of the CSCS.
 - The Members of the CSCS.
 - Representative of CISM's partners and Sponsor.
2. Content of the Invitation File. The Invitation should include the following:
 - 2.1. Cover Page. The cover page is a beautiful page displaying the CISM and the Championship logos is suggested. It must also show the name of the championships, the dates and the venue.
 - 2.2. Letter of Invitation. Immediately after the cover page comes a formal letter of invitation signed by a high authority of the Organising Delegation and/or by the Chief of Delegation.
 - 2.3. Distribution List. A distribution list listing all CISM members nations and authorities must be included.
 - 2.4. Championship Information. The following information should be detailed:
 - a. General Schedule. The General schedule gives the broad outlines of the program of events from Day 1, when the missions arrive, through to the last day when the missions leave.
 - b. Composition of the Mission. The composition of the mission details exactly how many officials and competitors can be included in the mission.



- c. Access to the Location of the Competition. In this section details are given of the closest national point of entry are given. This implies to which airport, train station, bus terminal or vehicle entry point missions must make their way to at their own costs. On arrival at these points of entry the host nation will then transport missions to the actual venue. Maps indicating where the venue is and of the venue itself will be very helpful to the missions.
- d. Customs and Visa Requirements. All details with respect to customs and visa requirement for the host nation must be highlighted.
- e. Conditions of Stay. All information pertaining to the mission's conditions of stay are to detailed, so as to ensure that there is no misunderstanding about costs, duration of visit, medical assistance, transport, accommodation and additional personnel.
- f. Weather Conditions. The expected weather conditions must be detailed and included maximum and minimum temperatures, expected wind speed and direction, percentage chance of rain and humidity norms.
- g. Championship Regulations. Details of all regulations in force during the championships are highlighted in order for missions to prepare themselves before hand of all regulations that will be in force.
- h. Championship Format. It must be made clear whether the championship format will be fleet racing, match racing or a combination of both.
- i. Event Grade. If the event has been registered by the Organising Committee with ISAF then the Grade of the event must given.
- j. Boats. As much detail of the boats that will used during the competition, including dimensions, sail details, special class rules that will be in force, crew weight limitations (if applicable). It should also be mentioned that crew are required to bring their own life jackets, compasses and/or speed pecks. Missions should also be reminded that they are required to bring storm ensign size national flags which flown on the boast whilst racing. The website address of the class of boat, if applicable, should be given.
- k. Sailing Area. As much detail with respect to current, tides, water depth, geographical influences as well as any special local rules must be given.
- l. Uniform/National Flags/National Anthems. It must be clearly stated what the requirements are with respect bringing uniforms, national flags and a electronic copy of the mission's national anthem. Uniforms are required for the Preliminary Meeting, Opening Ceremony and the Closing Ceremony.



-
- m. Deadlines for Registration. The details for the submission of both the Preliminary and final agreements must be indicated.
 - n. Correspondence Details. The names of Organising Committee contact persons, including postal address, email addresses and telephone numbers must be indicated.
- 2.5. Details of Forms to be Submitted to the Organising Committee. Samples of the forms that are to be completed and submitted to the Organising Committee are included in this Annexure A. Missions intending to compete must ensure that they submit these forms timeously and no later than the date indicated.
- a. Annex 1. Preliminary Agreement.
 - b. Annex 2. Final Agreement.
 - c. Annex 3. Composition of Delegation
 - d. Annex 4. Competitor Information
 - e. Annex 5. Declaration by Chief of Mission



ANNEX 1

PRELIMINARY AGREEMENT

To be returned before day/month/year:

Address + contacts of the Organizing Committee

NATION :

TOTAL NUMBER OF PARTICIPANTS:

	Officials	Athletes	CSC members	Referees	Total
Men					
Women					
Total					

MEANS OF TRANSPORT : _____

DATE: _____ : _____
SIGNATURE OF CHIEF OF DELEGATION

RANK/NAME: _____

Your Contact	Rank/Name	
	Phone	
	Fax	
	E-Mail	



ANNEX 2a

FINAL ENTRY

To be returned before day/month/year:

Address + contacts of the Organizing Committee

NATION :

	<i>PLACE</i>	<i>DATE</i>	<i>FLIGHT Nr</i> <i>TRAIN Nr</i> <i>BUS Nr</i>	<i>TIME</i>
<i>ARRIVAL</i>				
<i>DEPARTURE</i>				

MEANS OF TRANSPORT : _____

DATE: _____ : _____
SIGNATURE OF CHIEF OF DELEGATION

RANK/NAME: _____

Your Contact	Rank/Name	
	Phone	
	Fax	
	E-Mail	



ANNEX 2b

FINAL ENTRY - COMPOSITION OF THE MISSION

To be returned before day/month/year:

Address + contacts of the Organizing Committee

NATION :

#	Function	Rank	Name and Surname
1.	Chief of Mission		
2.	Coach		
3.	Trainer		
4.	Referee		
5.	Male athletes		
6.			
7.			
8.			
9.			
10.	Female athletes		
11.			
12.			
13.			
14.			
15.	CSC Member		
16.	Referee		
17.	Ad Libitum		
18.			

In strict compliance with applicable CISM Regulations (CISM Regulations, Ch.VII, art: 7.21), I, the undersigned Chief of Delegation, hereby officially confirm that all athletes representing my nation in the CISM event are on active duty in my nation's Armed Forces. I understand that sanctions may be imposed against my nation, my mission, my team, individual athletes, or myself for violation of this provision (CISM Regulations Ch1, Art: 1.12).

DATE: _____

: _____
SIGNATURE OF CHIEF OF DELEGATION

RANK/NAME: _____



ANNEX 2c

COMPETITOR INFORMATION

(Please complete one for each competitor)

To be returned before day/month/year:

Address + contacts of the Organizing Committee

NATION :

Last Name		Photo
First Name		
Participation in civilian sailing		
Participation in military sailing		
Coach – Yes <input type="checkbox"/> No <input type="checkbox"/>		
National Judge – Yes <input type="checkbox"/> No <input type="checkbox"/>		
International Judge – Yes <input type="checkbox"/> No <input type="checkbox"/>		
Requires special diet – Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please specify.		

DATE: _____

SIGNATURE OF CHIEF OF DELEGATION

RANK/NAME: _____



ANNEX 2d

FINAL ENTRY - COMMITMENT BY THE CHIEF OF MISSION

NATION :

The undersigned, Chief of Mission declare that he/she has read the Article 7.30. of the CISM Regulations and moreover understood the following prescriptions:

A. Chief of Mission

1. Chiefs of Mission shall be familiar with CISM regulations.
2. Missions must not only participate or be present at sports events, they are also required to participate in information conferences on CISM, study days, commemorative and cultural events and ceremonies organized by the host nation.

B. Conduct of a mission

1. The Chief of Mission is responsible for the behavior of his team in sports and general discipline. He shall ensure that members of his mission respect the rules and directives prescribed by CISM and organizers of the championship. The respect of schedules is particularly important as they form the basis for the effective conduct of competitions and ceremonies. Instances of indiscipline or poor sportsmanship will be handled by Championship officials and may result in the disqualification of individual athletes or teams.
2. The Chief of Mission also enforce the rules concerning behavior and dress during the ceremonies. He plays an important role in promoting the CISM spirit among his mission, a spirit represented by friendly attitude towards other missions, courtesy towards organizers and fair-play in competition. The mission, who does not wear military uniforms during the opening ceremony of a Championship, will not be authorised to take part in the Championship. The Official CISM Representative will communicate this decision.
3. In conformity with the Statutes and traditions of CISM, any political or religious action during a CISM event, in particular the dissemination of propaganda documents, pictures, brochures, reviews, etc, is strictly forbidden. Any contravention shall result in the exclusion of the mission from further competitions.

DATE: _____ : _____
SIGNATURE OF CHIEF OF MISSION

RANK/NAME: _____



ANNEXURE B

SAILING INSTRUCTIONS (SI)

Sailing Instructions are to be drafted in the same format as detailed in the current ISAF RRS, Appendix J. Sailing instructions must be finalised prior to the arrival of the missions, and approved copy must be handed to each mission when they register. A copy of the approved SIs must be displayed on the Official Notice Board. Appendix L of the current ISAF RRS gives detailed guidelines on the layout and content of SIs.

Below find an example of a set of Sailing Instructions.

CISM logo	INTERNATIONAL MILITARY SPORTS COUNCIL (CISM) XXth WORLD MILITARY SAILING CHAMPIONSHIPS (CITY, COUNTRY) (INCLUSIVE DATES)	National/ Championship Logo
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SAILING INSTRUCTIONS

1. RULES

- 1.1. The championship will be governed by rules as defined in the ISAF RRS (*state dates current version i.e. 2009-2012*).
- 1.2. No National Authority Rules will apply. (*Should these rules apply they those that are applicable must be written out in full*)
- 1.3. The CISM Regulations and CISM Sailing Regulations will apply.
- 1.4. Class Rules. (*It must be stipulated whether class rules apply and if so whether there are any exemptions, such as class membership.*)
- 1.5. Changes to Racing Rules. (*If any, changes to racing rules are to detailed here.*)
- 1.6. Any conflicts between any languages , the English text will take precedence

2. NOTICE TO COMPETITORS

Notices to competitors will be posted on the official notice board (the location of the board must be given.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions (SI) will be posted before 9:00 am on the day that it takes effect, except for any change to the schedule of races which will be posted by 20:00 on the day before it takes effect.



4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will displayed at mast (the details and location of the mast being used must be clearly described).
- 4.2. When AP Flag is displayed ashore; “1 minute” is replaced with “not less than 45 minutes” in the Race Signal AP.
- 4.3. When Flag Y is displayed ashore, Rule 40 applies at all times while afloat. This changes the Part 4 of the Preamble.
- 4.4. When Flag L is displayed with a sound signal, a notice to competitors has been posted.
- 4.5. When Flag B is fully hoisted with one signal it means “Protest time has begun”. When it is lowered it indicates that there are less than 30 minutes remaining before the protest time ends. When it is fully lowered it implies that “Protest time has ended”.

5. SCHEDULE OF RACES

- 5.1. Dates of Racing. The dates that racing will take place will be given.
- 5.2. Number of Races. Twelve (12) races are scheduled during the championships. Five (5) races are required to constitute a regatta. The reserve day will be used if Five (5) races have not been completed.
- 5.3. Scheduled Start Time. The scheduled time of the warning signal for the first race each day is (*a time must be given*).
- 5.4. Long Postponements. After a long postponement, to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound for at least four minutes before a warning signal is displayed.
- 5.5. Last Day of Racing. On the last day of the championship no warning signal will be made after (*a time must be detailed after which no more racing will be started*).

6. CLASS FLAGS

The class flag will be (*include a detailed description of the class flag*).

7. RACING AREA

Appendix A to these sailing instructions shows the location of the racing area.

8. THE COURSES

- 8.1. The diagrams in Appendix B to these Instructions shows the courses and the order in which marks are to be positioned, and the side on which each mark is to be left. The intended race time will be one hour.



8.2. The Race Officer will designate the course to be sailed before the start with the attention signal.

8.3. The Race Committee signal boat will display the approximate compass bearing of the first leg by no later than the warning signal

9. MARKS

9.1. The marks 1, 2 and 3 are (*give detailed description of the marks*).

9.2. The marks indicating the end of the start and finish lines from the Committee Boat are (*give detailed description of the marks*).

9.3. New marks indicating a change of course, as detailed in Instruction 12 will be (*give detailed description of the marks*).

10. AREAS THAT ARE OBSTRUCTIONS

The following areas are areas of obstruction and should be avoided. (*list the areas classified as obstructions*)

11. THE START

11.1. Races will be started by using rule 26 with the warning signal made 5 minutes before the starting signal.

11.2. The starting line will be between a staff displaying an orange flag on the starting mark at the starboard end and the port-end starting mark.

11.3. A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes rules A4.

11.4. The female and the open category will start together and sail the same course.

12. CHANGING THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13. THE FINISH

The finishing line will be between a staff displaying an orange flag on the finishing mark at the starboard end and the port-end finishing mark

14. PENALTY SYSTEM

14.1. Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.



- 14.2. A boat that has taken a penalty under Rule 3 or 44.1 must fill in an acknowledgement form and hand it in to the Race Officer before the end of the protest time.

15. RECALLS AND OTHER SIGNALS

- 15.1. Individual recalls will be signalled using Flag X and one sound signal.
- 15.2. General Recalls will be signalled using the First Substitute Pennant with two sound signals. A new preparatory signal for the recalled fleet will be made one minute after lowering the First Substitute Pennant.

16. TIME LIMITS AND TARGET TIMES

- 16.1. If no boat has passed Mark 1 within the first mark's time limit of 40 minutes, or if no boat has sailed the course and finished within 2 hours 30 minutes from the starting signal, the race will be abandoned.
- 16.2. Boats failing to finish within 20 minutes after the first boat has sailed the course and finished will be scored Did Not Finish (DNF) without a hearing. This changes Rules 35 and A4

17. PROTESTS AND REQUESTS FOR REDRESS

- 17.1. Protest forms are available at the Race Office, located at Secretary's Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 17.2. The protest time limit is 40 minutes after the RC boat has arrived ashore. The same time limit applies to all protests by the RC or IJ about incidents they have observed in the race area. This modifies Rules 61.3 and 62.2.
- 17.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Protest Room.
- 17.4. Notices of protests by the RC or IJ will be posted to inform boats under Rule 61.1(b).
- 17.5. Breaches of Instructions 18, 19, 23, 24, 25, Appendix B will not be grounds for a protest by a boat. This changes Rule 60.1(a). Penalties for these breaches may be less than disqualification if the Protest Committee so decides. The scoring abbreviation for such penalties will be DPI.
- 17.6. On the last scheduled day of racing a request for reopening a hearing shall be delivered;
- a. within the protest time limit if the requesting party was informed of the decision on the previous day;



- b. no later than 30 minutes after the requesting party was informed of the decision on that day; and
 - c. this changes Rule 66.
- 17.7. On the last scheduled day of racing a request for redress based on a Jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes Rule 62.2.
- 17.8. Decisions of the jury will be final as provided in Rule 70.5

18. BOAT ROTATION

Boat rotation shall occur as approved by the President of the CSCS, the OCR and the Chairman of the Organising Committee. A boat rotation roster is detailed in Appendix C to these Instructions.

19. SCORING

- 19.1. The scoring system is as follows:

Five races are required to be completed to constitute a series.

- a. When fewer than five races have been completed, a boat's series score will be the total of her race scores.
 - b. When from five to nine races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - c. When ten or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 19.2. The Open Category score will be calculated considering the scores from the overall results as the Female Category are eligible to race on the Open Category and the Female Category. Female Category scores will be recalculated considering only Female Category boats.

20. SAFETY REGULATIONS

A boat that retires from a race shall notify the Race Committee as soon as possible

21. REPLACEMENT CREW OR EQUIPMENT

- 21.1. Substitution of competitors will not be allowed without prior written approval of the Race Committee.
- 21.2. Crew numbers may not be changed without prior written approval of the Race Committee. Only if there is a good reason for it will such permission be given.



- 21.3. Substitution of damaged or lost equipment will not be allowed unless authorized by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.
- 21.4. The time allowed for repairs or change boat shall be at the discretion of the Chief Race Officer.
- 21.5. Permissible Changes. The following changes are permissible, provided such changes effect easy installation and removal without any permanent modification to the boat. Any changes must conform to the Class Rules:
 - a. Each boat may carry one magnetic or digital tactic compass. (Use of GPS is strictly prohibited).
 - b. Wind indicators and tell tales may be added as required.
 - c. Boats and foils may be washed with soap and water, but may not be wet-sanded, waxed or buffed with rubbing compound.
 - d. Shock cord and short pieces of line may be added as required, however no lines supplied with the boat may be replaced.
 - e. Tape may be used as required.
 - f. The CSCS will inspect the boats at any time during the championship and shall disallow any modifications that do not fall within the permissible changes.

22. OFFICIAL BOATS

The official boats will be identified as specified in Appendix D of these Instructions. The following boats are designated as official boats and may enter the race area provided that in doing so that they do not interfere with any of the boats that are racing.

- 22.1. The Committee Boat.
- 22.2. Mark Laying Boats.
- 22.3. Rescue Boats.
- 22.4. CISM VVIP Boat (with OCR and President of the CSCS onboard).
- 22.5. Jury Boat.
- 22.6. Media Boat.

23. SUPPORT BOATS

The support boats will be identified as specified in Appendix E of these Instructions. The following boats are designated as support boats and may **not** enter the race area at any time whilst there is racing taking place.



- 23.1. Coach Boats.
- 23.2. CISM COM/TM
- 23.3. Medical support boat
- 23.4. Technical support boat.
- 23.5. Spectator boats.

24. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications which is not available to all boats. This restriction is also applied to mobile telephones

25. PRIZES

Prizes will be given to the first three first teams of Female Category and to the first three teams of Open Category. The Female Category will be racing in both categories – but with different scoring

26. DISCLAIMER OF LIABILITY

Competitors participating in the Regatta do so entirely at their own risk. See Rule 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.



APPENDIX A

XXth WORLD MILITARY SAILING CHAMPIONSHIPS
(CITY, COUNTRY) (INCLUSIVE DATES)

RACE AREA





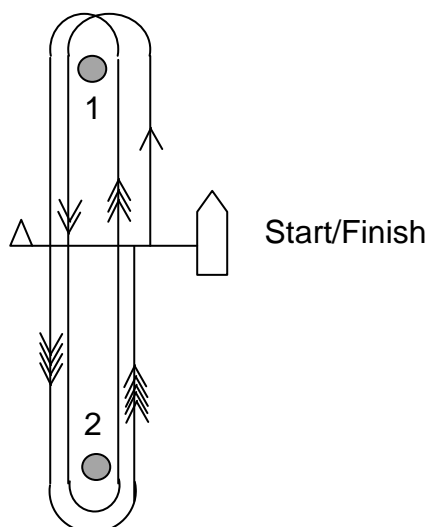
APPENDIX B

XXth WORLD MILITARY SAILING CHAMPIONSHIPS (CITY, COUNTRY) (INCLUSIVE DATES)

COURSES

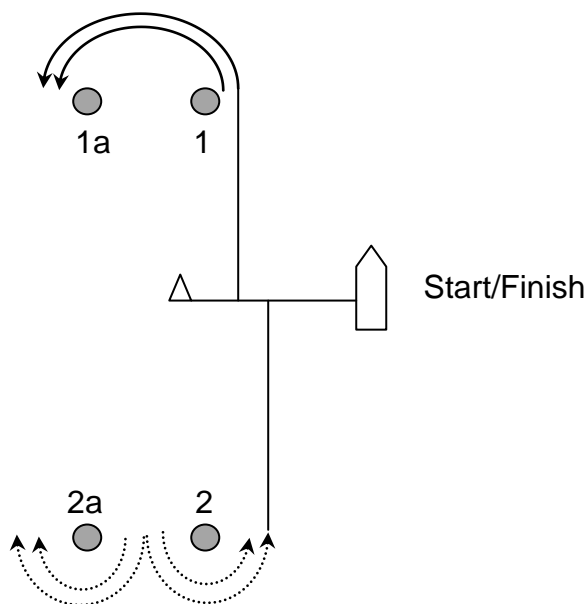
COURSE 'ALPHA'

Start - 1 - 2 - 1 - 2 - Finish



COURSE 'BRAVO'

Start – 1 - 1a - 2 or 2a – 1 - 1a, 2 or 2a - Finish





APPENDIX C

XXth WORLD MILITARY SAILING CHAMPIONSHIPS
(CITY, COUNTRY) (INCLUSIVE DATES)

BOAT ROTATION

NATION	RACE											
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII
ABC	20	2	4	15	9	12	14	8	18	19	1	11
DEF	1	5	3	4	8	9	11	7	19	20	10	6
GHI	18	20	2	17	11	10	12	6	16	1	3	13
JKL	3	7	5	3	6	11	13	9	1	18	8	4
MNO	16	18	20	19	13	8	10	4	14	3	5	15
PQR	5	9	7	20	4	13	15	11	3	16	6	2
STU	14	16	18	1	15	6	8	2	12	5	7	17
VWX	7	11	9	18	2	15	17	13	5	14	4	20
YAB	12	14	16	3	17	4	6	20	10	7	9	19
CDE	9	13	11	16	20	17	19	15	7	12	2	18
FGH	10	12	14	5	19	2	4	18	8	9	11	1
IJK	11	15	13	14	18	19	1	17	9	10	20	16
LMN	8	10	12	7	1	20	2	16	6	11	13	3
OPQ	13	17	15	12	16	1	3	19	11	8	18	14
RST	6	8	10	9	3	18	20	14	4	13	15	5
UVW	15	19	17	10	14	3	5	1	13	6	16	12
XYZ	4	6	8	11	5	16	18	12	2	15	17	7
BCD	17	1	19	8	12	5	7	3	15	4	14	10
EFG	2	4	6	13	7	14	16	10	20	17	19	9
HIJ	19	3	1	6	10	7	9	5	17	2	12	8



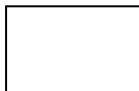
APPENDIX D

XXth WORLD MILITARY SAILING CHAMPIONSHIPS
(CITY, COUNTRY) (INCLUSIVE DATES)

OFFICIAL BOAT FLAGS



Committee Boat



Mark Laying/ Rescue Boats



CISM VVIP Boat



Jury Boat



Media Boat



APPENDIX E

XXth WORLD MILITARY SAILING CHAMPIONSHIPS
(CITY, COUNTRY) (INCLUSIVE DATES)

SUPPORT BOAT FLAGS



Coach Boats



COM/TM Boat/s



Medical Boat



Technical Boat