

IYRU MYRD

Rules and Recommendations for Adoption and Control of International Classes

1 Purpose

- 1.1 International Status (IS) gives formal recognition that the class gives good racing and is well spread internationally.

2 Types of International Classes

- 2.1 Each International Class shall be placed in one of the following categories.

2.1.1 FREE CONSTRUCTION

- (a) Construction is free and no licence is necessary to become a builder.

2.1.2 LIMITED CONSTRUCTION

- (a) Manufacture of hulls and equipment is based on a limited number of builders per country licensed by the Division.

- (b) The Division holds the copyright of each class. This may have been handed over to the Division, or leased to the Division whilst the class holds IS (no leasing fee being charged).

- (c) A building fee may be charged on each boat when it is built. This is a one time only charge, the benefits of which are divided between the designer, the International Class Association (ICA) and the Division.

2.1.3 SERIES CONSTRUCTION

- (a) The manufacture of hulls and equipment is based on one or a strictly limited number of builders using mass production systems and techniques. It is a class built to the tightest reasonable tolerances having good quality controls to ensure similarity of the boats.

- (b) The copyright may continue to be owned by the designer or principal builder.

- (c) The the Division shall receive a building fee. This is a one time only charge, the benefits of which are divided between the designer, if not separately arranged, the ICA and the Division.

- (d) The class rules may only be changed with the prior approval of the principal builder, the ICA and the Division.

- (e) The supply of ancillary equipment may be controlled and available only from a restricted number of listed suppliers.

3 Procedure for Conferring International Status

- 3.1 IS shall be conferred on a class only by a majority vote of the Permanent Committee (PC), upon a recommendation of the Technical Committee (TC).

- 3.2 (a) The TC is responsible for examining the class rules, plans, building controls, specification and methods of checking that boats conform with the controls. The master copy of the written specification, rules and other descriptive material shall be in English from which translations may be made.
- (b) The PC shall check the constitution of the ICA if one exists and it shall be approved by the IYRU.
- (c) There shall be a formal written agreement between the Division and the copyright owner setting out the rights of each party, particularly those concerning changes to class rules, plans and specification and any financial arrangements.
- 3.3 No limit shall be placed on the number of classes given IS.

4 Conditions

- 4.1 A class may be considered for IS if the Division Members (DMs) of at least eight countries, after consultation with the ICA and National Class Associations (NCAs), recommend adoption on the basis of having raced the class in their own countries. The DMs recommending the adoption shall give evidence to the Division regarding the number of boats registered in the class in their countries, the number of boats built in recent years and the number of clubs regularly racing the class, in order to show the class strength.
- 4.2 A new class may be initiated or adopted by the PC and granted IS provided there is, in the opinion of the TC, a need for the class and that it meets all conditions other than those in 4.7.
- 4.3 A new class shall have adequate sailing qualities to give satisfaction in racing.
- 4.4 A new class shall not be adopted if it is considered that it will adversely affect an existing International Class, provided that the latter has proved itself to be of sufficient vitality. As the requirements demanded by different waters may vary, however, the existence of more than one class of more or less similar type shall be allowed. The deciding factor shall be whether or not in the opinion of the PC the adoption of the new class will lead to more or better racing.
- 4.5 Classes considering applying for IS, or those under consideration for IS, shall take active steps to prevent the class being described in the media as 'International' before such title has been conferred by the PC.
- 4.6 Before granting IS the PC shall be satisfied that the class:
- (a) is sailed in several countries (see following table)
- (b) gives good racing and that its spread is not entirely due to its price and its popularity for activities other than racing
- (c) is capable of being well administered internationally either by the Division or by its own ICA. In the latter case the final authority of the Division shall be acknowledged
- (d) where appropriate, has building specifications and controls of a high standard
- (e) has clearly expressed class rules in IYRU format consistent with current IYRU measurement procedures and policy

(f) has a high standard of measurement.

4.7 The following table indicates the minimum support a class shall have achieved before applying for IS.

Free Construction Classes (Anybody can build)	
Number of Countries	8
Total Number of Active Boats	100
Limited Construction Classes (Licensed builders)	
Number of Countries	8
Total Number of Active Boats	200
Series Construction Classes	
Number of Countries	8
Total Number of Active Boats	300

5 Administration

- 5.1 Responsibility for the proper administration of the class in each country rests with the DM, whether it administers the class directly or delegates it to a NCA.
- 5.2 The DM or the NCA shall be entitled to collect fees from the owners in order to administer the class, and this may be stipulated in the class rules.
- 5.3 The Division shall consult the ICA and any other parties concerned before deciding the method for the allocation of sail numbers. If this is to be a national responsibility the DM shall be responsible but it may delegate the task to a NCA.
- 5.4 ICAs are entitled to conduct the IYRU-MYRD recognised World, Continental and Regional Championships.
- 5.5 The ICA shall report annually to the annual meeting of the PC on its activities and financial status and the growth of the class world-wide.

6 Measurement, Class Rules and ICA Constitution

- 6.1 Class rules shall be maintained to current IYRU format and standard so that the current IYRU Measurement Instructions and Sail Measurement Rules may be applicable. Class rules shall be periodically reviewed by the TC to incorporate recent interpretations and necessary amendments.
- 6.2 Measurement of an International Class shall be carried out by measurers officially recognised by the DM of the area in which measurement takes place.
- 6.3 Alterations to the class rules or to the constitution of the ICA shall require the approval of the Division.
- 6.4 The insignia, national letters and numbers on the sails of an International Class shall be shown in accordance with the IYRR.

- 6.5 At World, Continental and Regional Championships the Sailing Instructions shall not amend or override the Class Rules without prior approval of the Division.
- 6.6 The body responsible for printing and issuing the class rules, certificates, measurement forms and plans shall be the body best able to undertake this.
- 6.7 Where no ICA exists any interpretations concerning the class rules shall be made by the Division. Interpretations concerning the class rules shall be made by the ICA, if one exists, and shall be submitted for the approval of the Division.

7 Withdrawal of International Status

- 7.1 The TC shall periodically review the existing International Classes and, where the class fails to meet the criteria in 7.2, recommend to the PC that IS be withdrawn.
- 7.2 The following table indicates the support a class shall have reduced to before the PC shall withdraw IS.

Free Construction Classes (Anybody can build)	
Number of Countries	4
Total Number of Active Boats	50
Three Time Average of WC Entries	30
Limited Construction Classes (Licensed builders)	
Number of Countries	4
Total Number of Active Boats	100
Three Time Average of WC Entries	30
Series Construction Classes	
Number of Countries	4
Total Number of Active Boats	150
Three Time Average of WC Entries	30

- 7.3 Additionally the PC may withdraw the IS from any class for any reason considered appropriate by the PC on the recommendation of the TC. In particular it may withdraw IS if:
- (a) the class is not giving true International Class racing i.e. there are insufficient entries or represented countries at major international events or
 - (b) the number of boats being built is small or
 - (c) the class no longer meets the conditions in 4.6.
- 7.4 It will be normal for the PC to give notice to DMs and the ICA and give them time to respond before withdrawing IS from a class.

Effective 22 January 1995
 Previous issue: 10 January 1994