



Understanding ILCA Charter Allocations and Offers

For many ILCA World Championship Regattas, ILCA will arrange for charter boats to be made available through the online entry system. When a sailor receives an entry and charter offer, the sailor will be able to reserve a charter boat when completing their entry payment, or separately if they have already entered. There will be an opportunity at that time to reserve a pre-regatta charter if available. Additionally, a damage deposit will be required at the time a charter reservation is booked.

For regattas where ILCA has arranged for charter boats, an initial allocation of Charters is made by the ILCA. This allocation represents the number of charters in the regatta **guaranteed** to timely applicants for each country eligible to enter sailors in the event.

How does the ILCA initially allocate Charters for a World Championship regatta?

Required Charter

If the regatta is a supplied boat, mandatory charter event, where each sailor entered is required to use a charter boat, as is often the case for Olympic class World Championships (ILCA 7 Men and ILCA 6 Women), the number of charters allocated will be equivalent to the number of entries allocated to each country. Each sailor who receives an entry offer will also receive a corresponding charter offer, and the two must be accepted and paid for together (or refused if the sailor chooses to turn down their offer).

Optional (Allocated) Charter

In situations where the Notice of Race for a regatta does not require sailors to use a supplied charter boat, ILCA will seek to arrange for a supply of charter boats to be available for use by regatta participants.

In order to be eligible to receive a charter offer, a sailor must request a charter boat on the event application form.

The available supply of boats may or may not be sufficient to meet the needs of all sailors who would like to reserve a charter boat. It is impossible to predict the total number of boats that will be wanted by sailors and even where the demand might be known, ILCA may not be able to find enough suppliers to meet that demand.

ILCA will provide an initial allocation of charter boats to countries based primarily on three factors: (1) the number of boats available (2) the relative membership numbers for each country (3) geographic proximity of each country from the regatta venue.

In situations where it is believed that the demand will exceed the number of available boats, sailors representing countries of or near the host venue may not be allocated any boats: allocation priority will especially favor sailors who have to travel overseas to attend the event and thus may have a much more difficult time bringing a boat.

How does the Initial Charter Allocation function in practice?

For a country that has an initial charter allocation of one or more boats, a sailor who is eligible to receive an entry offer and has requested a charter boat will also receive a charter offer until no allocated charter boats remain for that country.

When the allocated supply of boats for a country has been offered to sailors who requested a charter, other eligible sailors from that country who requested a charter may receive an entry offer only and will be waiting for a boat to become available before they can receive a charter offer.

If sailors from a country do not require the full charter allocation, boats that are not reserved will be made available to other sailors waiting for a charter offer.

How are unused/extra places re-allocated?

Charter boats can become available when a country does not use their allocated number of boats, or when a sailor refuses or fails to respond to a charter offer, or when a previously completed charter reservation is canceled.

The re-allocation of an available charter boat is part of the general process of determining which sailor who is waiting for a charter boat receives the next offer when a boat becomes available. That is, when there are multiple sailors waiting for a charter boat offer, who is first in line?

In the most general terms, whenever there is a charter boat available to be re-allocated, a computer algorithm will sort through a list of sailors who have entered or received an entry offer and requested but not yet received a charter boat, and send an offer to the highest priority sailor who is waiting for a charter boat.

Charter Priority and Targets

Priority for receiving a re-allocated charter boat will be based on the following criteria, in order:

- (a) Entry offer date
- (b) Sailor rank within country
- (c) Country membership
- (d) Application Payment date

That is, a sailor who received an entry offer on a date prior to the date on which another sailor received an entry offer will have a higher priority to receive the next available charter boat.

For two sailors who received entry offers on the same date, a sailor who has a higher rank within his country will have a higher priority than a sailor who is lower ranked.

For sailors with the same rank within their respective countries, priority will be given to the sailor from the larger country in terms of membership.

Finally, if all preceding criteria are the same, the sailor who submitted their application form earliest will have the highest priority.

Charter offers will be included with Entry offers when a boat is available.

A country may not have sailors receive more charter offers than the country's Charter Target unless in the view of ILCA it is clear that there are a sufficient number of boats available to satisfy the demand.

Sailors normally request a charter boat when filling out their application form. The request can be changed at any time (from "NO" to "YES" or vice versa). Similarly, if a sailor turned down a charter offer, they may request a charter again at a later time.