



JMS Review FAQ's

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1. When was the JMS introduced? Why?

The JMS was first introduced in 1992 (revised in 1996) as a means of providing sufficient funding to:

- Strengthen the foundations of the National Governing Body (NGB)
- Establish a single Board of Directors to replace the committee structure
- Provide sound financial footing for the organisation
- Grow membership numbers/credibility by including all club members
- Develop professional operational structure to manage NGB affairs
- Allow club volunteers to focus their energies on club activities
- Grow and develop the sport through the club structures

2. Why is it necessary to review the scheme?

Since the JMS was introduced, there have been significant changes in the size, membership structures and business models of clubs. We now are in the position where many of the original 'small' clubs have increased their membership significantly who are still paying relatively low membership fees. This in some cases (depending on the structure of the club) leads to disproportionate JMS fees relative to their subscription income.

3. Were clubs given an opportunity to contribute to the review?

The review process took 18 months as it was essential the review group were able to receive as much input from those affected as possible. There were two consultations run



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during the ISA conference (2010,2011), we invited written submissions from clubs, and on request, met directly with clubs to receive direct input.

4. How was the review group selected?

The Review Group and Advisory Panel were selected by the ISA Board as people with knowledge and experience of the current JMS scheme (mostly ex commodores and treasurers), with an ambition to get as much regional representation and representation from different size clubs as possible.

5. Why is a Revised Voting System for Clubs being proposed?

The ISA's policy is to promote family membership within clubs, and the current voting system for Category 1 Clubs is proportionate to the number of members in that club. This means that clubs with large family membership are at a disadvantage as a family membership only carries one vote in respect of their club. It is also thought reasonable to propose that a member contributing fees up to the maximum threshold (ie €30 for ordinary members), should carry a greater voting weight than a member contributing less in respect of their membership (in some clubs less than €5).

6. Why doesn't ISA collect membership fees from their members directly?

The JMS scheme is a club affiliation scheme (as opposed to a direct membership scheme). The ISA's strategy has been (and continues to be) to drive the development of the sport through the club structures. The ISA's operational structure is geared towards supporting the 66 Category 1 Clubs whose members make up the membership of the ISA.

7. At a time when Club subscription income is falling in many clubs, why doesn't the ISA reduce its fees?

The JMS fees are directly proportional to club subscriptions, as clubs reduce their fees and/or their income falls, the ISA revenue from club subscriptions fall proportionately. Since 2009 JMS income has dropped from €345k to €287k

8. Why are non-sailing membership categories (social members etc) expected to contribute?

The scheme is a club affiliation scheme proportional to the total subscription income paid by the membership of that club. Much of the work the ISA does benefits non sailing members who use the clubs facilities (eg support for capital funding for facilities development, lobbying for the liquor licencing act, lobbying for exemption on commercial rates etc).

9. What happens with people who are members of more than one club?

The scheme is a club affiliation scheme where fees are levied at clubs. It is not a direct membership scheme for individual members. It is a matter for the clubs to decide how best to raise the money.

10. What is the revenue from Club Affiliation spent on?

Club affiliation accounts for around a third of the ISA's core revenue, which is roughly matched by Sports Council funding and the balance coming largely from direct services (certificates and handicaps). The Club affiliation fees contribute largely to the regional development programme, communications and participation initiatives to help grow membership. Olympic campaigns are funded through the Irish Sports Council and club affiliation fees do not contribute towards these costs.



11. Is there a maximum amount that a club will pay?

No. All clubs are levied under the same formula.

12. Is there a minimum threshold for a club to pay?

Yes. The minimum threshold for a Category 1 Club will be equal to the Category 3 Club affiliation fees – currently €110

13. How many clubs will experience an increase with the revised system? Why?

Based on the figures received for 2011 we calculate that 15 clubs will get an increase of more than €200, 20 clubs will get an increase of less than €200 and 27 clubs will receive a decrease in fees. This is a result of bringing in a more equitable system where in order to balance the decreases in some clubs, increases are applied to others.

14. Will the ISA's revenue from JMS increase as a result of the review?

The net fees to the ISA will remain relatively unchanged.

15. Why is ISA personal membership linked to a Club Affiliation scheme?

One of the benefits of being a member of a category 1 club is that you are automatically an ISA member also and enjoy the benefits as such. From an ISA perspective it is important politically to be able to show an accurate reflection of the numbers we represent, the larger the membership, the more weight the ISA has when negotiating with statutory authorities.

16. Why aren't all clubs subject to JMS fees?

There are four categories of Clubs. Only Category 1 Clubs pay JMS fees. Category 2 clubs are organisations with whom the ISA have a strategic interest in supporting (Irish Disabled Sailing Association, Cruising Association of Ireland etc...) Category 3 Clubs are organisations or groups who are either part of a category 1 club, or are outside the Category 1 criteria (university sailing clubs, corporate sailing clubs, sea scouts etc.). Category 4 Clubs are class associations.

17. What are the Benefits of a Club Affiliating to the ISA?

Training & Safety

The ISA develops, manages and administrates nationally accredited Training Programmes for the following disciplines:

- Dinghies
- Keelboats
- Catamarans
- Cruisers
- Windsurfing
- Powerboating
- Motor Cruising
- Personal Water Craft
- Emergency Care
- Engine Maintenance

Racing & Olympic

The ISA supports manages and develops racing activities:

- Handicaps, Sail Numbers,



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- Race Officials (Accreditation & Training),
- Events (Funding & Planning),
- Appeals/Tribunal,
- Racing Rules
- Calendar, Class Associations
- Olympic Pathway Programme
- Powerboat Racing

Services

The ISA provides services to support the participation in Sailing, Windsurfing and Powerboating Activities:

- Handicaps (ECHO/IRC)
- International Certificates of Competence
- Commercial Endorsements
- Garda Vetting
- Sail Numbers
- Small Craft Register
- Safety Net for craft
- Powerboat Racing Licences
- Powerboat Racing Event administration

Communication/Networking/Club Development

The ISA's strategy is to grow the sport and membership through the club structures. The implementation of this strategy includes:

- Regional Development Team
- Advice/Inter Club networking
- Online Membership Management
- Online Training Course Management
- Online Event Management
- Club Development Resource & Plans
- Club Administration Support & Training
- Local representation
- Management of the profile of sailing in the media
- Support for participation initiatives
- Disabled sailing tutor training
- Code of Ethics training
- Cruising Association support
- Women on the Water Programme
- Management of Sailfleet
- Work / Support Irish Team Racing Association
- Work / Support Irish School Sailing Association

Representation/Regulation

The ISA represents the interests of our members through its work and interaction directly with a number of local, regional and national organisations and committees:

Local

- 33 Local Sports Partnerships
- 33 Local Authorities

National

- Federation of Irish Sports



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- RNLI
- Marine Safety Working Group (Dept of Transport, Tourism & Sport)
- Irish Marine Search and Rescue Committee

Semi State

- Irish Sports Council
- Olympic Council of Ireland
- Irish Coast Guard
- Irish Lights Users Consultative Committee
- Irish Water Safety
- Waterways Ireland
- Failte Ireland
- Coaching Ireland "Adventure Sport Framework Group"

Government Departments

- Dept of Tourism, Sport & Transport
(Marine Safety, Facilities Development, Funding, Regulation)
- Dept of the Environment
(Foreshore Licences, Water Safety)
- Dept of Agriculture & Fisheries
(Foreshore Licences)

International

- International Sailing Federation
(World Sailing affairs)
- European Sailing Federation
(Race Officials, European Sailing affairs)
- European Boating Association
(Regulatory, Technical and Environmental issues across Europe)
- IRC Congress
(Handicapping)
- Union Internationale Motonautique
(World Powerboat Racing affairs)

18. What are the disadvantages of a club not affiliating to the ISA?

Some of the direct disadvantages of a club that isn't affiliated to the ISA include:

1. Club members will not be members of the ISA. They will not have access to any of the benefits of membership, and will not be able to race under the racing rules of sailing.
2. The Club will not be entitled to organise any racing activity under the racing rules of sailing, this includes both club and open events (i.e. Club Racing, Metmasts Regatta, Southeast Regatta, Kilmichael Regatta etc), and the clubs insurance for such events may be invalid.
3. Any boats racing in an event organised by the club will not be racing under racing rules of sailing (regardless of whether they are ISA members) and their insurance may also be invalid.
4. No one involved in any race organised by the club will have the right to protest and/or appeal.



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5. In the event of any incident or accident resulting in legal action, the ISA will not be in a position to support the club, and will likely be called as an expert witness for the prosecution (as opposed to a witness for the defence in support of the club).
6. The club will not be recognised to run any accredited training programmes, and the ISA again will not be in a position to support the activities of the club should an incident occur.
7. The Club will not have access to garda vetting, code of ethics training or support from their National Governing Body in the event of an incident involving children.
8. A club looking for funding who are not recognised by their NGB are not able to receive funding from organisations such as Sport Partnerships, Councils, Interreg etc.