



International Foundation for Disabled Sailing

**IFDS FUNCTIONAL CLASSIFICATION
SYSTEM & PROCEDURES MANUAL
2005 - 2008
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GENERAL

For a specific event, following the written approval of the Executive of IFDS, the Organizing Committee may waive any part of this document.

This waiver shall be posted on the official notice board of the event.

Throughout this document, where the words “sailor” or “sailors” are used, they shall mean “sailor with a disability” or “sailors with disabilities”.

HISTORY

The previous IFDS classification system was based upon a sailor's disability and we believe was an excellent basis for the early days of international racing. However, recent trends within the sport/disability world have indicated that functional disability classification provides a more equitable means of quantifying a disabled person's ability to participate in a particular sport. This falls in line with the general trend within the Paralympic Movement and is also a response to the dramatic improvement in the standard of racing by Sailors.

PURPOSE

The purpose of the classification system is to

- (a) Enable fair and equitable competition at all levels, for mildly, moderately and severely disabled sailors.
- (b) Encourage crews of mixed disability, from mild to severe, to compete and complement each other.
- (c) Only measure functional limitations caused by physical disability.
- (d) Not be affected by the sailing skills, training or talent of the participant.

SAILING FUNCTIONS

In this context, the main functions of sailing have been identified as:

- (a) Compensation for the movement of the boat (Stability).
- (b) Operating the control lines and the tiller (Hand function).
- (c) Ability to move about in the boat (Mobility).
- (d) Ability to see whilst racing (Vision).

These functions have been further refined to test;

- (a) Tiller
- (b) Sheeting
- (c) Cleating
- (d) Transferring
- (e) Hiking

RANKING OF FUNCTIONAL LIMITATIONS

From the observation of top sailors, it has been possible to identify the degree to which different functional limitations affect the ability to undertake the functions of sailing. This may differ considerably from other sports or daily living and be different for different boats or

formats. For example, the partial loss of the use of a foot is regarded as less functionally disabling in sailing than it might be in other sports.

MAXIMUM AND MINIMUM TOTAL POINTS

A maximum total number of points per crew are set so that a crew cannot have too many sailors with a mild disability. If a crew chooses to compete with only severely disabled sailors (which would not be desirable for safety reasons), they are not given any sporting advantage over a less disabled crew whose total points is within the limit. The limit is set to encourage a mix of disabilities. A limit may also be set to increase the participation of certain groups, e.g. the severely disabled. See 1.3 for details

MINIMUM LEVEL OF DISABILITY FOR AN INDIVIDUAL

When sailors have a minimal disability they may be considered to have normal ability for sailing and will not rate under the Functional Classification System 2004. They are not allowed to compete in ISAF/IFDS Disabled Sailing Events. See 1.2 for details.

1. GENERAL PRINCIPLES

1.1 Definitions

- (a) Primary Definition. (Phrases underlined are secondary definitions)
Sailors are eligible to compete in an ISAF/IFDS sanctioned event if they have a physical disability that causes or ought to cause a noticeable impairment of function while sailing, as determined by the Classification Committee.
- (b) Secondary Definition
 - (i) Physical disability is any birth defect, injury, surgery or disease process, which causes a medically evident permanent impairment of physical function.
 - (ii) Disability solely due ageing, mental or psychological causes, or disorders such as obesity, are not considered eligible for competition, even if they cause noticeable impairment of function while sailing.
 - (iii) If disability of type 1.1(b)ii is added to a physical disability, it will not be considered as any further noticeable impairment of function while sailing.
- (c) Very Severely Disabled Sailor (VSDS)
Sailors, classified as FCS 2004 class 1, who have no function, or almost no function, in the upper limbs or who are unable to sail effectively without total servo assistance (steering and sheeting).
Such sailors are likely to have FCS 2004 scores of less than 90 in both upper limbs combined. (This does not include sailors who have lost total function in one upper limb and have a normal other upper limb).

Note: Totally blind (B1) sailors are very severely disabled in single person boats and are unable to sail these without either a sighted person aboard or highly specialized equipment as may be provided in exclusively blind sailing events. In crewed boats however, they are not so severely disabled,

because of their normal physical ability and the assistance that can be given to them by other sighted crew.

- (d) Severely Disabled Sailor (SDS).

Sailors in class 1 of the FCS 2004, including VSIDS.

Sailors who have marked dysfunction of BOTH upper limbs, such that they cannot sail effectively without some servo assistance, but may not otherwise be in class 1 on total FA examination points.

1.2 Functional Classification in relation to Sailing

This Classification System is based entirely on the functions required to compete in sailing events and as such may differ from those functions required for other sports, or for daily living.

1.3 Minimum Disability

Sailors will not be penalised for good performance due to training.

If sailors have more than 320 points in the Functional Anatomic test, or are not functionally impaired while sailing, when training is taken into account, (i.e. if their classification exceeds 7), or if they are not classifiable, they cannot be allowed to compete in ISAF/IFDS sanctioned Disabled Sailing Events. For minimum disability in visual impairment, see 3.2

If the Classification Committee is unable to decide how much of a sailor's disability falls under definition 1.1(b)(i) or under 1.1(b)(ii) they may decide that the sailor is not classifiable. A sailor that is not classifiable is not eligible to compete in an IFDS sanctioned event. Please also refer to the IPC Handbook, Section II, 2.4.

Sailors who are not eligible to compete because they do not meet the minimum disability criteria, may present themselves for reclassification, at only one more IFDS sanctioned event. If they are still not eligible to compete, they may not present themselves for classification again, unless there has been a significant increase in their disability, or major revision of the classification system.

Sailors with a below knee amputation at the level of the ankle joint or below (Syme's or similar amputation), are not considered to have sufficient disability to compete.

Sailors with fusion of one ankle, wrist, or more distal joints, are not considered to have sufficient disability to compete, despite Functional Anatomical points that are within the eligible range, unless there is significant impairment of sailing function.

Sailors with a single below knee amputation and who have no additional disability which might cause a noticeable impairment of function while sailing, may not use their prostheses while racing

1.4 Maximum Points per Crew

- (a) Sonar

Each Sonar sailor is classified on a 1 –7 point scale and the total crew is allowed a maximum of fourteen (14) points. No sailing advantage is given to a crew with a total of less than fourteen points.

- (b) Other boats

Other crewed boats, when sanctioned by the IFDS, will have their classification system and maximum points shown in an appendix to FCS

2004. Special rules apply to some non-Paralympic Classes as described in Appendix H.

1.5 IFDS Classification and status

After classification by a classification committee the sailor will be notified of his/her classification and status and may receive a card or passport. (See also 4.3)

1.5.1 Four types of classification status may be awarded;

- (a) PPS (Permanent Paralympic Status)
Under the following conditions sailors need to be reclassified:
- (i) Their medical condition or assistive devices and adaptations have changed.
 - (ii) There have been major changes in the classification system since they were last classified.

In a new Paralympic quadrennium, at the first appearance of sailors at an ISAF / IFDS sanctioned event or an event at which there are two international classifiers, PPS sailors must have their classification reviewed by the Event Classification Committee. They must read and sign a Classification Review Form (Appendix A.2) and may simply be awarded their previous classification and status, or may need to be partly or wholly reclassified. They may also request an additional classification such as a boat specific one. When a sailor is reviewed for the first time in a new quadrennium, a Classification Administration Fee is charged, IFDS will be notified and a passport forwarded to the sailor by IFDS.

- (b) PRS (Paralympic Review Status)
may be issued if the sailor's condition is likely to change (either to improve or deteriorate, e.g. Multiple Sclerosis). These sailors must be reviewed at any ISAF/IFDS sanctioned event in which they compete. They will not be charged a classification fee for this review, unless, in a new Paralympic quadrennium, this is their first appearance at an ISAF / IFDS sanctioned event, or an event at which there are two international classifiers. Where possible, these sailors are advised to be reclassified before competing in any non-sanctioned events.

PRS sailors with an increasing disability where there is no likelihood of improvement and who are already class 1, may be given PPS status. Where they are in a higher class than 1, they may request to be given PPS status, but the onus is upon them to request reclassification if they feel their disability has increased enough to change their class.

PNS (Paralympic New Status) is issued

- by a national classifier and is valid for national events. PNS status may also be given
 - as a guide by an International Classifier, as the result of a letter, e-mail or video submission, where there is no national classifier available, or at a non-sanctioned event where there is only one international classifier present.
- (d) T (Temporary)
classification and status can be given at the beginning of an event and may be changed to a different class, PPS or PRS status at the end of the event.

1.5.2 Boat Specific Classification.

- (a) Sonar.
As Specified in FCS 2004 Sections 1, 2 and 3.
- (b) Minimum Disability.
This classification may be given to sailors who have agreed that they are only going to compete in the 2.4m(R), trapseat, or other boats using this classification. The sailor's disability must be at least that of the minimum disability standards.
- (c) Other ISAF/IFDS sanctioned classes

1.6 Personal Assistive Devices

When sailors present themselves for classification, they must declare all their personal assistive devices, adaptations, prothesis, orthotics, etc. that they intend to use during racing. This would include seating support, harnesses and any other device essential to enable a person to sail. These must be available for inspection by the Adaptations and Classification Committees. Sailors using any new personal assistive devices, adaptations, prothesis, orthotics, etc. must bring these to the attention of the Adaptations and Classification Committees at the event, even though they have PPS status.

Sailors will be classified according to the agreed use of personal assistive devices and any deviation from this, during racing, could lead to a protest from other competitors, teams or the Event Classification Committee.

Sailors in class 1 will not be penalised for any adaptation that conforms to the boat class and technical rules unless that adaptation enables them to perform better than an able-bodied sailor.

1.7 Evidence

Where appropriate, competitors should present to the Event Classification Committee medical reports, visual handicap assessments, X-rays, supporting passports from other sports, videos and any other relevant material that would assist the classifiers. Classifiers have the right to request such evidence, if necessary, and may decide not to issue a classification without such evidence.

1.8 Agreement

The Agreement, (Appendix A.1) or Review Form (Appendix A.2) must be signed by the sailor prior to classification. The coach should also sign if present. If it is not signed, the sailor will not be classified and will not receive a rating and will not be eligible for sailing in an ISAF/IFDS sanctioned Disabled Sailing Event.

1.9 Appendices

Details of an Appendix may be changed at any time during the term of this Functional Classification System, if approved by the IFDS Executive Board. The Recognized National Authorities will be notified of these changes as soon as possible after they are approved.

1.10 Sailors' Responsibility for Classification

It is the sailors' responsibility to be sure that they are properly classified before sailing in an IFDS sanctioned event. They must either produce a current and valid classification passport on registering at the event, or, if they have not been classified, be sure that their name is on the schedule for classification at the event. Sailors who have a T, PNS or PRS passport must also be sure that their name is on the classification schedule for review.

It is the responsibility of a sailor whose disability has changed to request reclassification.

It is the responsibility of sailors who want classification in Sonar to ensure that their team boat will be available for the Dock Test at the time they are being classified (Also see Appendix C.) If there is a conflict between times for classification and times for the boat measurement, it is the sailors' responsibility to ensure that this conflict is resolved in good time.

1.11 Change of Status during an Event (only in exceptional cases)

If during an IFDS sanctioned event, the Event Classification Committee determines that a sailor with PPS status has an incorrect classification, the committee may not change the classification of the sailor but may alter his / her status for the event to a T. This change of status can occur only with approval of the Chief International Classifier or his / her delegate for that event.

The sailor shall be reclassified, with no additional charge, during the event and shall be given the appropriate classification and status for subsequent events during that quadrennium.

The sailor shall have the right of appeal.

2. METHOD OF ASSESSMENT

2.1 Benchmark

Many sailors have clear-cut or benchmark disabilities. Establishing the benchmarks will also ensure that sailors are not penalised for training. A list of benchmarks will be published periodically in Appendix B and will be reassessed each year.

2.2 Functional Dock Test

This test may be performed, during classification, in a Sonar at the dockside. For more details see Appendix C. It may be necessary to use another similar sailing vessel, or the vessel in which the sailor will be competing if this is not a Sonar. The sailor's coach or other representative may be present.

The functions: "tiller", "sheeting", "cleating", "transferring" and "hiking" are measured on a 0-5 scale and recorded on Section B, of the "Functional Classification Report", Appendix A.1

2.3 Functional Anatomical Test

This measures strength, co-ordination and range of movement. The Sailor's coach or other representative may be present.

See section A of the "Functional Classification Report", Appendix A.1

For ease of reading for people without medical expertise, a Glossary of Medical Terms and their meanings is provided in Appendix I.

Only the most significant impairment (i.e. the lowest points) for each movement is scored, whether strength, range of movement, or co-ordination, although any or all may be recorded on a 0–5 scale.

For example, impairment of strength is measured for complete spinal lesions, polio and other neurological weakness. Impairment of range of movement is measured for those with congenital deformities or arthritis. Impairment of co-ordination is measured for those with neuromuscular disorders causing inco-

ordination, spasticity, rigidity, tremor or involuntary movement such as cerebral palsy, multiple sclerosis, parkinson's disease or head injuries.

2.3.1 Upper Limbs

In cases of deficiencies of the upper limbs due to birth defect, injury or amputation, the functional length of the stump will count for the rating. If a stump can hold a rope in the armpit or elbow such as to prevent the rope from falling out, OR is long enough and can bend enough to prevent a rope sliding off the portion of the upper limb closer to the trunk than the stump, OR is long enough and can bend enough to apply more pressure or traction to the tiller than could be applied without the stump, then this stump will count as a fully functioning stump. However, if the stump is not long enough or mobile enough to do so, this part of the stump will not count at all. This type of short forearm stump (SBEA = single below elbow amputation) will be rated as an above elbow amputation (SAEA = single above elbow amputation) and this type of short upper arm stump will be rated as a through shoulder amputation (STSA).

In cases of bilateral amputations (amputations on both sides), as a bonus, a further 50 points will be deducted from the total points. This bonus also applies to similar loss of function from other disabilities that are not due to amputation. In this case, similar loss of function is defined as an average number of points in both the agonist and antagonist functions in all movements around a joint examined in Appendix A1, Part 3, section A, on both sides, of 2 or less, or an average score of 2 or less in the whole limb on both sides, However, the bonus only applies if more than 30 points are lost in the upper limbs and does not apply to bilateral through shoulder amputation or other causes of similar loss of function.

2.3.2 Lower limbs

In cases of deficiencies of the lower limb, no bonus will be given for a single short stump. When there is a double amputation (below or above knee a bonus of 20 points will be deducted from the total. This bonus also applies to similar loss of function from other disabilities that are not due to amputation. In this case, similar loss of function is defined as an average number of points in both the agonist and antagonist functions in all movements around a joint examined in Appendix A1, Part 3, section A, on both sides, of 2 or less, or an average score of 2 or less in the whole limb on both sides. However, the bonus does not apply to bilateral hip disarticulation, or other causes of similar loss of function.

2.3.3 Combined upper and lower limb

If amputations involve both an upper limb and a lower limb on the same or opposite side, a bonus of 20 points is deducted from the total. This bonus also applies to similar loss of function from other disabilities that are not due to amputation. In this case, similar loss of function is defined as an average number of points in both the agonist and antagonist functions in all movements around a joint examined in Appendix A1, Part 3, section A in both limbs, of 2 or less, or an average score of 2 or less in the whole of both limbs.

2.4 Functional Sailing Test

A Classifier may perform this examination at any time including during competition.

The functions: "tiller", "sheeting", "cleating", "transferring" and "hiking" are evaluated and recorded on Section B of the "Functional Classification Report", Appendix A.1 Classifiers have the right to observe any sailor while sailing in

competition. During practice and after racing, they may observe from close along side or on board the boat.

2.5 Impairment of Sight

All visually impaired sailors must be examined by an ophthalmologist using IBSA (International Blind Sports Association) standards. The sailor must have the ophthalmologist complete a copy of Appendix E

When presenting themselves for classification for the first time, or the first time in a new Paralympic quadrennium, they shall bring documents (Appendix E) certifying their IBSA classification, together with copies of their visual field tests, if these have been carried out. (If visual field tests have not been carried out, the documents should state why not). Failure to bring these documents may result in sailing classification being refused.

IBSA standards for the differential between B2 and B3 may be changed during 2005 to conform to WHO standards. If so, the new standards will be used for the IFDS FCS 2004, except that, if these changes are not made by 31st. December 2005, PPS sailors classified before that date will retain their existing classification, until the next Paralympic quadrennium.

If the sailor is awarded PPS status, no further documentation or classification is required until it is needed under rule 1.4.1. Sailors with visual problems are reminded that under this rule, they must be reclassified if there has been any important change in their vision, e.g. cataract removal, corneal graft, laser surgery etc. If their status is PRS, PNS, or T, then up to date (within the last year), documentation, as described above and classification review is required at the next ISAF/IFDS sanctioned event in which they intend to sail. Classifiers have the right to request another examination by an IBSA classifier or another ophthalmologist at any event.

It is not recommended that sailors with B1 classification sail in single person classes. Sailors in the more visually impaired range of the B2 class should seriously consider not sailing in the single person classes.

3. DECIDING THE RATING

The classification will depend on the presence of a benchmark disability, or any or all of the Functional Anatomic test (FA), Functional Dock test (FD) or Functional Sailing test (FS).

The FS should be during races to count, rather than practice races, if possible. The FD and FS may be subject to the effects of training and motivation. Consequently if there is disagreement between the FA, FS and FD numbers, then the classifiers shall give weight to the one that they think is most reliable. The reason for the weighting should be recorded on the examination forms. Only the final classification will be published to maintain confidentiality.

3.1 Classification Scores

CLASSIFICATION	FA	FD / SAIL
1	- 160	1 - 10
2	161 – 205	11 - 15
3	206 – 240	16 - 19
4	241 – 270	20 - 21
5	271 – 280	22
6	281 – 300	23
7	301 - 320	24

3.2 Vision Impairment

Totally blind (B1) -as defined by IBSA. The competitor cannot make use of any visual clues to assist in sailing. For example total absence of perception of light or some perception of the light but inability to recognize the form of a hand at any distance and in any direction. Visual acuity worse than 0.0050 in the best eye.

Partly Blind (B2 & B3) - As defined by IBSA.

B2 Visual acuity 0.0316 to 0.0050. in the best eye. OR Visual field 5 degrees or less in the best eye. (IMPORTANT. This measurement must be from side to side – diameter - of the visual field NOT from centre to edge – radius).

B3 Visual acuity 0.1000 to 0.0398 in best eye. OR Visual field less than 20 degrees and more than 5 degrees in the best eye. (IMPORTANT. This measurement must be from side to side – diameter - of the visual field NOT from centre to edge – radius).

Totally Blind – B1	Classification – 3	Single Person not recommended.
Partly Blind – B2	Classification - 5	Single Person SP3
Partly Blind – B3	Classification - 7	Single Person SP3

Caution. Those at the more visually impaired end of the B2 class should consider not sailing in single person boats

4. CLASSIFICATION ADMINISTRATION

4.1 Classifiers

4.1.1 National Classifiers

All Recognized National Authorities are encouraged to appoint a National Classifier who will be suitably qualified and competent to classify sailors at National Events. These will be nominated by the Recognized National Authorities and will be chosen from Doctors, Physiotherapists and others who have proven experience of classification and disabled sailing.

Their nominations will be confirmed by, and they will be trained by the Chief National Classifier of that country, if possible. If there is no Chief National Classifier in a country, that National Classifier should act as interim Chief National Classifier and receive training at IFDS classification seminars, and be approved by the IFDS Medical Committee.

Role of a National Classifier – to classify sailors in their own country prior to an event. They can award a PNS (Paralympic New Status) or T (Temporary) classification. Such a classification will be valid for any event but can be over ruled by a classification produced by an Event Classification Committee.

They must attend one national event per 4 years.

4.1.2 Chief National Classifiers

A Chief National Classifier will be appointed by the RNA's of each country and are trained and approved by the IFDS Medical Committee.

Role – To classify sailors in their own country. They supervise, train, and are responsible for, the National Classifiers.

The Chief National Classifier should classify at an ISAF/IFDS sanctioned international event under the supervision of a member of the IFDS Medical

Committee at least once in order to be nominated as a Chief National Classifier. All Chief National Classifiers should attend a classification seminar (preferably an International seminar) once every 4 years or after classification rules have changed. Recredentialing should occur every 4 years and is at the discretion of the Chief International Classifier and the IFDS Medical Committee.

4.1.3 IFDS International Classifier

Role of an International Classifier - will be selected from classifiers who have classified at least twice at an ISAF/IFDS sanctioned event under the supervision of a member of the IFDS Medical Committee, and will be nominated by the IFDS Medical Committee and confirmed by the IFDS Executive Committee. All International Classifiers will have to classify at a major ISAF/IFDS event (at least twice in four years), and be an instructor at a classification seminar (at least one of which will be an International seminar). Recredentialing should occur every four years by the IFDS Executive Committee after a nomination by the Chief International Classifier and the IFDS Medical Committee.

4.1.4 IFDS Chief International Classifier

The IFDS Executive will appoint a Chief International Classifier.

Role of a Chief International Classifier - Be chairman of the International Classifiers and take care that each International Classifier has the opportunity to classify at a major ISAF/IFDS event at least twice in four years. An International Chief Classifier will have to be an instructor at a classification workshop (at least one of which is an International workshop) twice in four years.

4.2 Classifying Committees at ISAF/IFDS "Sanctioned" Disabled Sailing Events

4.2.1 Event Classification Committee (ECC)

An Event Classification Committee will be nominated by the IFDS Medical Committee and appointed by the event Organizing Committee. It will consist of four National or IFDS International Classifiers, from at least two different countries. Paralympics and World Championships should have four International Classifiers. For other ISAF/IFDS sanctioned events, it is recommended that an ECC would include at least two IFDS International Classifiers.

Role - Such a committee would be appointed to cover an event, such as an International, World or Paralympic Sailing Event. They will be responsible for classifying any new or classified sailors with a PRS, PNS or T Classification.

The ECC must produce a list of all competitors and their classification by 1200 hours on the day before Race 1. Any change of this time will be posted on the official notice board. See 5.2 (a). Any classifications made by the ECC will be valid for the current event only and would not be PPS. However, if the ECC included at least two IFDS International Classifiers then the classification could be PPS.

4.2.2 Classification Protest Committee (CPC)

For Major events, such as a World Championship or Paralympics, a CPC would consist of two IFDS International Classifiers from different countries, neither of whom was involved in the classification, at the event, of the sailor being protested, and one responsible nominated person, (e.g. Technical Delegate, Chairman of the Medical Committee.).

Role - To adjudicate on all matters relating to classification for the event. All decisions made by the CPC regarding the classification of an individual with a PPS classification (Rule 1.4.1) will be final and not subject to appeal.

4.2.3 Disabled Sailing Events Not Sanctioned by ISAF/IFDS (Guidelines)

- (a) Use of the FCS 2004 classification rules is encouraged, but in the event of protests relating to classification, the IFDS is under no obligation to be involved. If a Member National Authority(s) wants a non-sanctioned event to be a qualifier for a sanctioned event, that MNA(s) will assume financial responsibility for classifiers, protest committees, etc.
- (b) Event Classification Committee (ECC). One National or International Classifier would be the Chair of the ECC and the two other members would be medical or paramedical professionals with sailing experience. The classifications that are awarded are subject to protest.
- (c) Event Classification Protest Committee. This will be as determined by the event organizers.

4.3 IFDS Classification Card and Passport

There are two kinds of IFDS Classification, a National Card and an International Passport.

4.3.1 A National IFDS Classification Card

This can be issued by a National Classifier. The only classification status that will be given is a PNS. This will permit the sailors to compete in National Events and Qualifying Events for the World Championships or Paralympics. It does not permit competition in an ISAF/IFDS sanctioned event, without reclassification by the Event Classification Committee. To view a possible template for the IFDS National Classification Card, see Appendix G.

4.3.2 An International IFDS Classification Passport

These can only be issued when a Classification Committee including at least two IFDS International Classifiers has classified the sailor.

A Classification Administration Fee will be charged. The passport will expire at the end of the year in which the next Paralympics are held.

5. PROTEST AND APPEALS

5.1 Types of Classification Protests

There are three general types of classification protests that have been established. These are based on the following types of situation:

- (a) Protest Type A:
Protest over the sailor's own classification.
When it is the sailor concerned disagrees with the classification given.
- (b) Protest Type B:
Protest over another sailor's classification before competition. This will happen when there is a disagreement over the classification of another competitor before the start of the competition.
- (c) Protest Type C:
Protest over any sailor's classification during competition. When there is disagreement over the classification of a competitor after the start of the competition.
- (d) Protest Type D:
Protest over any other sailor's classification other than during an event.

5.2 Time Limits for Lodging a Protest

Time limits for lodging a protest of the four different types are as follows:

- (a) Protests type A and B:
Protests shall be lodged within 1 hour of the classification list being posted.
- (b) Protest type C:
For ISAF/IFDS sanctioned events, protest will not be accepted during the last two scheduled days of racing, except that the Event Classification Committee may lodge a protest at any time during competition. The time limit is 1 hour after the end of the time limit for protests under the ISAF Racing Rules of Sailing, or as amended by the sailing instructions.
- (c) Protest type D:
There is no time limit except that protests of this type shall not be filed when a protest under type A, B or C is applicable.

5.3 General Procedure for Lodging a Protest

This section defines the process to be followed for lodging each type of protest, as well as defining those authorized to lodge protests.

- (a) All protests shall be typed or written in a clear hand in English. The IFDS Classification Protest Form (Appendix F) shall be used.
- (b) In all cases, except in a protest by a member of the Event Classification Committee (ECC), the protest shall be accompanied by the Classification Protest Fee (5.5.1).
- (c) Protests type A, B or C shall be delivered by hand to the Chairman of the ECC, where the time and date at which the protest is lodged will be recorded.
- (d) Protests type D shall be lodged with the IFDS secretariat, who will notify and send copies of the documents to, the Chief Classifier. The Chief Classifier will determine the date, time and place of the hearing and will notify the relevant people of this.

5.4 Personnel Authorized to Lodge a Protest

The following are authorized to lodge a protest over classification:

- (a) Sailors or their nominated representative
- (b) Team Manager or his/her nominated representative
- (c) Event Classification Committee

5.5 Classification Protest Fee

5.5.1 Fee

The protest fee will be €100 (One hundred Euros). For protests type A, B or C, the fee should be made payable to the IFDS through the Regatta Organizing authority. For protests type D, The fee should be paid directly to the IFDS through the secretariat. If the protest is upheld, the fee will be returned.

5.5.2 Payment

Payment of the fee shall be made at the time the protest is lodged.

5.5.3 Refunds

If the protest is upheld, the Chairman of the Classification Protest Committee (CPC) or the Chairman of the Racing Protest Committee (or the International Jury) shall authorize the Organizing Authority to return the sum deposited.

5.6 Classification Protest Process

5.6.1 General

The Classification Protest Committee shall publish time, date and place of classification review.

5.6.2 Classification Review System according to Type of Protest

(a) Attendance

The following will be present at the time and place announced:

Protest Type A

- (i) The sailor protesting his/her own classification
- (ii) The sailor's team manager or his/her nominated representative, if requested by the sailor.
- (iii) Interpreters, if necessary
- (iv) One member of the classification committee which classified the sailor
- (v) Witnesses from either side if required

Protests Type B and D

- (i) The protesting party
- (ii) The sailor being protested
- (iii) The protested sailor's team manager or his/her nominated representative, if requested
- (iv) Interpreters, if necessary
- (v) One member of the classification team which classified the sailor
- (vi) Witnesses from either side if required

Protest Type C

- (i) The protesting party
- (ii) The Chair of the Event Classification Committee, or his/her delegate
- (iii) The sailor being protested.
- (iv) That sailor's team manager or his/her nominated representative, if requested by the sailor.
- (v) Witnesses from either side if required

(b) Procedure

The CPC will review the allegations in the protest, allow questions and answers from each party and review the results of the tests and examinations carried out. If deemed necessary, these may be repeated. Any witness other than a member of the CPC shall be excluded, except when giving evidence.

If there is no general agreement a vote shall take place, in which the Chairman of the CPC will have a casting vote.

The decision shall be written, indicating the specific rule(s) involved, be signed by the Chairman of the CPC. For protests type A, B and C the decision will be posted on the Event Official Notice Board. This decision shall be final for PPS status (See 1.4) and final for this event for PRS status. For protests type D, the decision will be sent, in writing to the parties concerned and will also be published on the IFDS website.

5.6.3 Time Limits for Posting the Decision of the Classification Review by the Classification Protest Committee (CPC)

This section deals with the time limits, according to type of protest, within which the CPC must post the decision of the classification review.

- (a) For protests types A and B
Ideally, the decision of a CPC hearing will be posted by 2359 hours on the day before Race 1. If this is not practical, it shall be posted within 1 hour after their decision. If using the latter, the race results shall be amended, if necessary, to reflect the CPC's decision.
- (b) For protest type C
The findings shall be posted within one hour after their decision. The race results shall be amended, if necessary, to reflect the CPC's decision.
- (c) For Protests Type D
If the hearing is held at an event, the decision shall be posted within one hour of the decision. The race Results shall be amended, if necessary, to reflect the CPC 's decision. If the hearing is held between events, the decision shall be posted on the IFDS website within one month, but not later than the start of the next ISAF/ IFDS sanctioned event.

APPENDIX A.1 – FUNCTIONAL CLASSIFICATION DOCUMENTS

The forms below are a copy of the Functional Classification Administration Form, the Functional Classification Form and the Classification Review form used by International Classifiers to carry out International Classifications. These forms can be used by National Classifiers as a template for obtaining the required information from sailors and should therefore not be referenced to IFDS.

FUNCTIONAL CLASSIFICATION FORM – Classification Agreement, to be completed by the Sailor.

PART 1 - CLASSIFICATION AGREEMENT

PERSONAL DETAILS	
Surname:	First name:
Gender: Male: Female:	Date of Birth:
Nationality:	Type of Boat sailed:
Address:	
Telephone Home:	Telephone Work:
Fax:	Mobile:
E-mail:	
Event/Location at which Sailor's classification is taking place:	
Date of Event:	
DECLARATION	
<p><i>I agree to accurately declare and describe my condition and demonstrate and perform all tests to the best of my ability for the purpose of classification. My medical condition is stable and to my knowledge I am fit for classification. I will not hold the classifier(s) responsible for any injury, pain or suffering which may occur as a result of the conduct of their examination or other duties of the classification. I consent to the disclosure of information relating to my function and performance by my designated coach(s) and/or family doctor and/or other consultant(s). I consent to being videotaped or photographed at any time should the classifiers deem it necessary. If, in the future, my disability or my adaptations change, I shall declare this to the Event Classification Committee when I next compete in an ISAF/IFDS sanctioned event.</i></p>	
Sailor's Signature:	Date:
Witness Signature:	Date:

Sailor's name:

SAILOR'S DESIGNATED COACH / FAMILY DOCTOR	
Coach	Family Doctor
Name:	Name:
Address:	Address:
Telephone Number:	Telephone Number:
Mobile Telephone Number:	Mobile Telephone Number:
Fax:	Fax:
Email:	Email:

MEDICAL INSURANCE		
Name of Insurer:		Policy Number:
Telephone:	Fax:	E-mail:

PAYMENT DETAILS	
<p>Each sailor who is classified must pay a classification fee of €35.00 (Thirty-Five Euros), which will be valid for a Paralympic Quadrennium (e.g. 2000 – 2004 / 2004 – 2008). Payment for which can only be made by credit card (please note that American Express will not be accepted). Note: This information will be kept secure and destroyed as soon as payment is received.</p>	
Name of Cardholder:	Type of Card:
Card Number:	Expiry Date:
Signature of Cardholder:	Date:

Sailor's name:

FUNCTIONAL CLASSIFICATION FORM – Medical form, to be completed by the classifier.

PART 2 – CLASSIFICATION AGREEMENT

GENERAL INFORMATION	
Previous Classification Points	Date last classified
Date	Details of Diagnosis/Injury/Disability
OTHER MEDICAL/SURGICAL HISTORY	
Date	Brief description
Describe any medical condition that might require emergency treatment	
CURRENT MEDICATION	
Date prescribed	Details of medication
Drug or other allergies	
SAILING RELATED SPORTS MEDICINE INJURIES	
Date:	Brief description:
FUNCTIONAL ASSISTIVE DEVICES USED (E.G. CHAIR, PROSTHESIS)	
Assistive Devices used whilst sailing	Assistive Devices used on a daily basis (non-sailing)

Sailor's name:

PART 3 – FUNCTIONAL CLASSIFICATION REPORT - To be completed by Classifier(s)

Section A - Functional Anatomical Test (FA)

Neck		Muscle Strength		Range of Movement		Co-ordination		Comment
		Right	Left	Right	Left	Right	Left	
Neck	Flexion							Max 5 pts
	Extension							Max 5 pts
	Rotation							5 pts each
Subtotal points								Max 20 pts
Upper Limbs		Muscle Strength		Range of Movement		Co-ordination		Comment
		Right	Left	Right	Left	Right	Left	
Shoulder	Flexion							
	Extension							
	Abduction							
	Adduction							
	Ext. Rot.							
	Int. Rot.							
Elbow	Flexion							
	Extension							
	Pronation							
	Supination							
Wrist	Flexion							
	Extension							
Hand	GripFnum							
	Grip°FTip							
	Flex-Thu							
	Add-Thumb							
Deduct 50 if applicable								
Subtotal points								Max 160 pts

Sailor's name:

Trunk		Muscle Strength		Range of Movement		Co-ordination		Comment	
		Right	Left	Right	Left	Right	Left		
	Flx. Upper							Max 5 pts	
	Flx. Lower							Max 5 pts	
	Ext. Upper							Max 5 pts	
	Ext. Lower							Max 5 pts	
	Lat Flx Upp							5 pts each	
	Lat Flx Low							5 pts each	
	Rotation							5 pts each	
Subtotal points								Max 50 pts	
Lower Limbs		Muscle Strength		Range of Movement		Co-ordination		Comment	
		Right	Left	Right	Left	Right	Left		
Hip	Flexion								
	Extension								
	Abduction								
	Adduction								
	Ext. Rot.								
	Int. Rot.								
Knee	Flexion								
	Extension								
Ankle	Dorsiflex								
	Plantarflex								
Deduct 20 if applicable									
Subtotal points								Max 100	
		Total points:				Class:			

Note: For deductions see FCS 2004, 2.3

Sailor's name:

Section B - Functional Dock (FD) and Functional Sailing Test (SAIL)

Detail of Movement		Please tick box			
O = Observed E = Expected		FD		SAIL	
A. TILLER		O	E	O	E
1.	Only controls tiller with assistive device (i.e. ropes, blocks, mechanical or electrical device).				
2.	Does not move the tiller through the full range of movement. Or only controls the tiller with teeth or feet. Or controls the tiller by "tapping", due to coordination problems.				
3.	Lets go of the tiller for >2 seconds while changing sides, or while handling sheets				
4.	Only controls the tiller with one upper limb. Or uses one hand for support while tacking. Or controls the tiller with moderate difficulty				
5.	Controls tiller throughout tack or gybe normally				
Comments:					
B. SHEETING		O	E	O	E
1.	Does not pull sheet in any way, or only with teeth or feet, or uses servo assistance.				
2.	Pulls sheet, but with severe difficulty, very slow, or cannot get proper sheet tension or has assistance from another crewmember to get it.				
3.	Pulls sheet but with moderate difficulty, or slow				
4.	Pulls sheet with slight difficulty				
5.	Pulls sheet normally				
Comments:					
C. CLEATING		O	E	O	E
1.	Does not cleat or uncleat sheet, or only with teeth or feet, or uses servo assistance.				
2.	Cleats / uncleats but with severe difficulty, very slow, or misses frequently				
3.	Cleats / uncleats with moderate difficulty, or slow, or misses sometimes				
4.	Cleats / uncleats with mild difficulty				
5.	Cleats / uncleats sheet normally				
Comments:					
D. TRANSFERRING		O	E	O	E
1.	Does not transfer from side to side – remains in a fixed position or uses a mechanical device to transfer.				
2.	Transfers from side to side with severe difficulty on a board. Or very slow.				
3.	Transfers from side to side with moderate difficulty on a board or using a bar. Or slow				
4.	Transfers from side to side with slight difficulty.				
5.	Transfers normally				
Comments:					
E. HIKING		O	E	O	E
1.	Does not get up on the side deck				
2.	Gets up on the side deck but with severe difficulty. Does not hike past vertical. Does not adjust sheets from deck.				
3.	Gets up on the side deck with moderate difficulty. Or uses two hands to hold on or hike past vertical. Does not adjust sheet while hiking past vertical				
4.	Gets up on the side deck and hikes past vertical, with slight difficulty. Is able to adjust sheet while hiking past vertical with slight difficulty. Or is able to adjust the sheets with only one hand.				
5.	Gets up on the side deck and hikes past vertical normally				
Comments:					
Total number:					

Sailor's name:

Section C - Classification

FA Total		FD Total		SAIL Total	
Vision		Benchmark			
Comments					

Classification	Points	Status - Date			
		T	PNS	PRS	PPS
Sonar					
Minimum Disability					
Single person					
Two person					
Other boat type					

Classification based on	FA (Functional Anatomical)	
	FD (Functional Dock)	
	FS (Functional Sailing)	
Comments		
CLASSIFIERS		
Classifier Name (Print)	Signature	National Classifier
Date of Examination		

APPENDIX A.2 – IFDS CLASSIFICATION AND MEDICAL REVIEW FORM

To be completed by the sailor

PERSONAL DETAILS			
Surname:		First name:	
Gender <i>please indicate</i>	Male	Female	Date of Birth:
Nationality:		Type of Boat Sailed:	
Address:			
Telephone Home:		Telephone Work:	
Fax:		Mobile:	
E-mail:			
Event/Location of classification review:			Date
Please answer ALL the questions below: *			
What is your disability?			
If you were last classified in 2000-2004, what was your classification and status? (For example, 5 PRS or 2.4 PPS)			
Since you were last classified			
1	Has your disability either got better or worse?	YES	NO
	If Yes, please detail		
2	Have you had any surgery or operations?	YES	NO
	If Yes, please detail		
3	Please detail the medications that you taking.		
	Are any of these new since last classified?	YES	NO
4	Have you changed any of your prostheses or adaptations?	YES	NO
	If Yes, please detail		
5	If we need to train classifiers, are you willing to be examined by them?	YES	NO
6	Do you want to be classified for any other boat? E.g. Single-Person Dinghy, Two-Person Keelboat.	YES	NO
	If Yes, please detail which boats.		

DECLARATION

I declare that my answers to the above questions are true. I will not hold the classifier(s) responsible for any injury, pain or suffering which may occur as a result of the conduct of their examination or other duties of the classification or review. I consent to the disclosure of information relating to my function and performance by my designated coach(s) and/or family doctor and/or other consultant(s). I consent to being videotaped or photographed at any time should the classifiers deem it necessary.

Signature Sailor: Date:

Signature Witness: Date:

CLASSIFICATION ADMINISTRATION FEE

Each sailor who is classified must pay a classification fee of €35.00 (Thirty-Five Euros), which will be valid for a Paralympic Quadrennium (e.g. 2000 – 2004 / 2004 – 2008). Payment for which can only be made by credit card (please note that American Express will not be accepted). Note: This information will be kept secure and destroyed as soon as payment is received.

Name of Cardholder:

Type of Card:

Card Number:

Expiry Date:

Signature of Cardholder:

Date:

APPENDIX B

BENCHMARKS

NOTE

1. Double or bilateral amputations and upper limb together with lower limb amputations, already have the “bonus” as detailed in Rule 2.3 taken into account when allocating their class in this Appendix.
2. High and low paraplegics have been removed from this list as the functional distinction between these depends on the presence or absence of trunk stability. This can be seen at variable spinal levels and must be determined by the classifiers. In general, however, most high paraplegics will be class 2 and most low paraplegics will be class 3.

CLASSIFICATION

1. Quadriplegic, complete
Double Through Shoulder Amputation.
2. Double Above Elbow Amputation
Single Above Elbow Amputation & Single Below Elbow Amputation
3. Single Above Knee Amputation & Single Above Elbow Amputation
Double below Elbow Amputation
4. Single Through Shoulder Amputation
Double Above Knee Amputation
Double Below Knee Amputation without prostheses
Single Above Knee and Single Below Knee Amputation without prostheses
5. Single Above Elbow Amputation
Single Above Knee Amputation & Single Below Knee Amputation, with prostheses
6. Double below Knee Amputation, with prostheses
Single below Elbow Amputation
7. Single Above Knee Amputation
Single Below Knee Amputation without prosthesis.

APPENDIX C

DOCK TEST

1. CLASSIFIER

1.1 Required Equipment

A Sonar, or boat with similar cockpit dimensions and layout, moored to a dock. It is best if this is the Sonar to be used by the Sailor with the Sailor's adaptations. Since the Sailor will be asked to do both the jib test and the tiller test, if other adaptations are present at either of these positions not used by the Sailor, and which are not easily removable, another Sonar should be available, if possible, which does not have adaptations fitted. The tiller should have an extension. (There are some variations in Sonar layout, such as winches, position of forward deck cleat etc. The lengths of some of the lines described below may need to be altered to make the system work, for example, lines added to make the jib sheet looped portion longer.) The shock cord should be kept the same.

Ideally two classifiers, one volunteer helper.

A video camera, video tape, batteries (and, if no helper is available, a tripod may be useful).

Stopwatch.

6300 mm (*11 feet) of 8mm (5/16 inch) shock cord,

10,000 mm of 8 mm (5/16 inch) braided line for mock jib sheet.

4 short (about 500 - 1000mm) pieces of line about 6mm diameter for tying.

Clipboard, pencil, test check lists (Appendix D)

Electrical tape

Black Felt Pen

Tape measure with measurement in cm

1.2 Preparation of the equipment

The ends of the shock cord should be are tied in a square (reef) knot. The ends left over beyond the knot should be about 100 mm (4 inches) long so that they can be tightly taped to the shock cord loop to prevent it from coming undone. These could be whipped if desired. The loop of shock cord is now looped again into three equal smaller loops lying over each other. A tie is tied around the three cords of the loop to keep them together.

The mock jib sheet is doubled and a simple overhand knot tied in the doubled sheet 1400 mm (56 inches) from the end formed by the middle of the sheet after it is doubled. A black, or contrasting, mark is made on each of the two loose ends 300 mm (12 inches) from the overhand knot.

1.3 By Sailors

Their normal Sailing equipment, which should include, if possible:

- (a) Life jacket.
- (b) Any prosthesis, adaptation, sitting / sliding board or aid used in racing.
- (c) Sailing gloves (if worn during racing), Sailing shoes or boots.

1.4 Choice of Tests

The Sailors should be asked to perform all three tests, if possible. If they say they are unable to get up onto the side deck and the classifiers think they should be able to do so, they should be asked to try to get up onto the side. If they refuse, or do not seem to be able to, this should be recorded on the checklist in the comments section. The same remarks apply to hiking out.

2. THE TESTS

2.1 Preparation

Prior to starting the tests, the boom has to be raised to the horizontal position. This is done by attaching the main halyard to the aft end of the boom. The mainsheet is tightened with the traveller central, or the boom is secured to the backstay with a piece of line so that it does not move about much from side to side. It is best for the main SAIL to be removed, but if this is impractical it should be tied so that it does not fall below the boom and get in the way of the Sailor or the view of the classifiers. If the Sailor is using a seat or bench, and, when sitting on it, the top of the Sailor's head touches the boom, this is unsafe and the seat or bench should be disallowed, or altered until there is clearance for the head.

Certain instructions are given to the Sailors as detailed in the classifiers' instruction sheet. It must be explained to the Sailor that the tests should be carried out as QUICKLY as possible and the jib test with AS MUCH EFFORT AS POSSIBLE. A trial run of two sequences of each test is advisable (only one is necessary for the mainsheet test). If a boat other than a Sonar is used, timing is not essential. The type of boat should be recorded. The results of the tests are recorded on Section B, "Functional Classification Report (Appendix A.1).

2.2 Jib Test

This is a complex composite test and closely simulates the actions used in Sailing. It involves mobility, stability, speed, strength and co-ordination of the upper limbs and, to a lesser extent, the lower limbs. Because of its complexity it tends to show difficulties more clearly than the other tests.

The jib fairleads are equally placed such that they lead as straight as possible to the jib cleat that would be used with that jib sheet. The shock cord loop is tied to the mooring cleat in the centre of the foredeck, or, if no cleat is available, to the forestay base. The mock jib sheet is placed IN FRONT OF THE MAST, the loose ends are threaded through the jib fairleads and stopper knots are tied in the ends.

The doubled end is tied securely round the triple shock cord loop, after being adjusted such that the marks made on the loose ends of the sheet just enter the fairleads when the shock cord is just tight.

(If the boat has winches, the winches may be used, if desired, to direct the line to the jib cleat, WITHOUT a full turn round them, in order not to help in pulling the sheet).

If possible, Sailors should be seated on the side deck, if this is not possible, on the cockpit seat. They should use the sliding board or adaptation (which must be

legal), which they need to cross from side to side. If they cannot cross from side to side, they sit on a board or seat, in the centre of the boat. In this case they only carry out the sheeting, cleating and uncleating actions of the test. The jib sheet from the opposite fairlead is then pulled tight and cleated in the appropriate cleat. If at all possible, an assistant should videotape the entire test so that the actions of the Sailor can be clearly seen and recorded for verification. The classifiers should stand in different places so that they can see the test from different angles.

With the jib sheet in hand, on the start command, "ready, set, go!" (timing starts), Sailors uncleat the jib sheet, cross to the opposite side deck, pull in the other sheet as hard as they can, cleat it, call out "one" and clap both hands. (If they only have one hand, they clap on their chest. In either case the object is for them to put down the sheet so that they then have to pick it up again before the next sequence). It is important to tell them that they may do the movements of the sequence in any order and way they want, e.g. uncleat, get down from the deck, cross, get up on deck, sheet in, cleat, as closely to the way they would normally do it while Sailing, but the entire sequence must be completed. As soon as the sequence is completed, it is repeated in the opposite direction, without resting, until a total of six sequences (including the first one) have been done. The classifier may reduce the number of sequences if considered appropriate. The count that they call out changes as each sequence is completed e.g. "one", "two", "three" etc. The timing stops on "six". The time is recorded to the nearest second, and the results for that test are recorded. If they did not pull in the jib sheet completely, it is noted in the comments section. Pulling the jib sheet in completely, with the shock cord described, requires a force of 40-50kg.

Before the start, or at the end of the jib test, the Sailors, seated on the side deck away from the dock, holding the jib sheet, and whatever else they need for stability, are asked to hike out as far as they safely can. While hiking, they should be asked to sheet in and cleat the jib sheet and then uncleat it. If there is a risk of them falling overboard, they should be wearing their lifejackets.

2.3 Tiller Test

This tests primarily mobility, stability and ability to control the tiller smoothly during a tack. It does not really test strength or fatiguability unless the Sailor is very weak indeed.

The Sailors sit on one side deck. If they are unable to get on deck the test is carried out from cockpit seat to cockpit seat. If they say they cannot move from side to side at all, and this is compatible with the medical condition, they sit in their normal position and the range of tiller movement that they can achieve is noted. There is no need to time or do the test six times if they cannot change sides.

The Sailors start with the tiller in the mid position. If possible, an assistant videotapes the entire test so that the Sailors' actions can be clearly seen. The classifiers should stand in different places so that they can see the test from different angles.

IMPORTANT: Sailors should be instructed to cross from side to side facing forward if possible.

On the start command, "ready, set, go!" (timing starts), they push the tiller to the opposite side until the tiller end is just over the opposite cockpit seat back; then pull it back until the end of the tiller is just over the cockpit seat back on the side on which they are sitting; then push it to the opposite side again. During this last movement, they should cross over to the opposite side and get up onto the deck, maintaining control of the tiller throughout, if possible. When properly seated on the deck with the tiller in back to the centerline, they call out "one" and immediately start the sequence again until a total of six sequences (including the first one) has been completed (timing stops). The classifier may reduce the number of sequences if considered appropriate. The count that they call out progresses as they complete each sequence, e.g. "one", "two", "three" etc. Clapping is not required as we are trying to see if they Sailor can keep control of the tiller throughout the tack. Timing is recorded to the nearest second.

2.4 Mainsheet Test

The only features being looked for in this test are the ability to carry out rapid, smooth, full range arm movements while sheeting the mainsheet right in from right out.

The boom is pushed right out until it touches the lower shroud. The traveller is centered, Sailors sit on one or other cockpit bench and hold the mainsheet. A classifier, or the helper holds the boom out with mild resistance and maintains that mild resistance throughout the range of boom movement.

On the start command, timing starts, and Sailors sheet the mainsheet right in as quickly as they can and cleats it. Timing stops. The test is repeated once more and the shortest time, to the nearest second, is recorded.

If they are able to stand, the test should also be carried out standing. At the end of the test with the mainsheet cleated, they should be asked to get up on the side deck and hike out again, if possible. If they can hike past vertical they should be asked, while still hiking out, to uncleat the mainsheet, ease it half a metre and sheet it in again and cleat it..

2.5 Completing the Report

Section B, "Functional Classification Report" (Appendix A.1) is completed independently by each classifier at this time. The two check sheets are compared together, and if they do not correspond, either the tests are repeated or the video is viewed and agreement reached.

APPENDIX D

IMPAIRMENT OF STRENGTH, MOVEMENT AND CO-ORDINATION

MUSCLE GRADING CHART

Muscle Gradations	Description
0 – Zero	No evidence of contractility
1 – Trace	Evidence of slight contractility. No joint motion or incomplete range of motion with gravity eliminated.
2 – Poor	Complete range of motion with gravity eliminated
3 – Fair	Complete range of motion against gravity
4 – Good	Complete range of motion against gravity with some resistance
5 – Normal	Complete range of motion against gravity with full resistance

RANGE OF MOTION

Scale	Description
0	No movement possible
1	Less than 25% movement possible
2	25 - 49% range of movement possible
3	50 – 69% range of movement possible
4	70 –89% range of movement possible
5	90 – 100% range of movement possible

COORDINATION

Scale	Description
0	Activity impossible
1	Severe impairment; only able to initiate activity without completion
2	Severe impairment; able to accomplish the activity but in a very unorthodox way. Unable to move through the full range
3	Moderate impairment; able to accomplish the activity, movements are slow, awkward and unsteady through the full range
4	Minimal impairment; able to accomplish the activity with slightly less than normal speed and skill through the full range
5	Normal performance

APPENDIX E

IFDS VISION TEST FORM

International passport/National Card number:

INSTRUCTIONS FOR SAILORS (PLEASE READ CAREFULLY AND COMPLETE)

Family Name	_____
First Name	_____
Country	_____
Date of Birth	_____

Take two copies of this form to your Ophthalmologist (Medically qualified Eye Specialist) and ask them to read their instructions, complete the form and return the signed copy to you. You **must** bring it with you when you are classified.

INSTRUCTIONS FOR OPHTHALMOLOGISTS (PLEASE READ CAREFULLY)

This sailor is intending to compete internationally and correct completion of this form is essential for him/her to be allowed to do so. He/she requires detailed visual testing carried out to IBSA standards, or a report of such testing, which was carried out under these conditions less than one year ago. It is also important that the results are completely filled in on this form by you and signed. The signed form should be returned to the sailor, you may keep the other copy for your records if you wish. Thank you for your co-operation.

VISUAL ACUITY TEST CONDITIONS (TEST FIRST)

Best practical distance optical correction to be worn (that which can be used while sailing)

Where the visual acuity is better than 0.1000, then the competitor is ineligible for blind sailing irrespective of the visual field. Where the visual acuity is 0.0050 or worse, then measuring the visual field becomes too inaccurate to be useful. Routine automated perimetry may not be sufficient in certain cases, particularly where the visual field is very small.

VISUAL FIELD TEST CONDITIONS (According to IBSA standards.)

RESULTS

Diagnosis	Date of testing

The sailor's vision is/is not (*please indicate*) likely to change in the next four years

VISUAL ACUITY (with best correction)

Right Eye	Left Eye

If acuity of **best** eye cannot be measured, describe vision.

.....
.....
.....

Acuity too poor for useful visual fields. Yes / No (circle one)

.....
.....
.....

VISUAL FIELD TESTS

Left degrees

Right degrees

This should be measured from side to side (diameter), not centre to side (radius)

COMMENT

.....
.....
.....

Please attach photocopy of visual fields. If visual fields were not carried out, please state reason.

.....
.....
.....

ADDITIONAL COMMENTS

.....
.....
.....
.....
.....
.....

I certify that visual testing was carried out to IBSA standards and that the results are accurate.

Signature of Ophthalmologist

Print name

Telephone Number

Address

Official stamp

APPENDIX F

CLASSIFICATION PROTEST FORM

NAME OF EVENT _____
Protest registered by _____
Country _____
Signature _____
Classification Protest type A / B / C / D _____
Protested Name _____
Nationality _____
Has been informed of the classification protest against Yes / No
him/her: _____

REASON FOR PROTEST _____

WITNESSES

Name _____
Nationality _____
Has been informed that he/she may be called as a witness Yes No

Name _____
Nationality _____
Has been informed that he/she may be called as a witness Yes No

FOR REGATTA OFFICE USE ONLY

Written Classification Protest Date: Time:
Form received at: _____
Signed on behalf of the Organizing
Committee: _____
Classification protest accepted for further investigations: Yes No
Signed: Date: Time:

(Chairman of the Classification Protest Committee):

Facts found

Conclusions

Decision and rules involved

Classification of _____ remains unchanged
Classification of _____ is changed to _____

Protest Committee members

Chairman's signature _____

Date _____ Time _____

APPENDIX G

SUGGESTED TEMPLATE FOR A NATIONAL CLASSIFICATION CARD

Proposed size = Height 55 mm
Width 84 mm

FRONT

This space can be used for inserting your RNA's Logo.	NATIONAL CLASSIFICATION CARD
Name of Sailor	
Classification Sonar Points	PNS/T
Minimum Disability	PNS/T
Single-Person	PNS/T
Two-Person	PNS/T
Other Class	PNS/T
Place of Issue	
Date of Issue	

Classifier's Name
Signature
<u>Classification Status</u>
A PNS (Paralympic New Status) or T (Temporary) classification is issued by an IFDS qualified National Classifier and is valid for national events. These sailors must be classified by a Recognized International Classifier to be eligible to compete in an ISAF/IFDS sanctioned event. Please note that an International Classification Committee may over rule the National Classification.

APPENDIX H

FCS 2004 – MODIFICATIONS FOR NON PARALYMPIC BOAT CLASSES

Classification for Sailors who are competing in Trapseat or other boats which are NOT Paralympic classes, and where they are only required to meet minimal disability standards (Rule 1.2)

1. GENERAL

Sailors already holding an International Passport with a FCS 2004 classification of 1-7 PPS, will be eligible to compete in these boats without an additional classification fee. For Sailors not holding such a Passport, the classifiers can determine minimal disability standards on the basis of Benchmarks (Appendix B), or a Functional Anatomical Test. In the unlikely event that there is still doubt about a Sailor's eligibility, the classifiers may, at their discretion, carry out a Functional Dock Test, modified if necessary, in any available type of boat of their choice.

2. CLASSIFICATION FEES

For classification for competition restricted to these boats, the IFDS Classification administration Fee is still charged. Should the Sailor subsequently want to be classified for a Paralympic class, while FCS 2004 is still in effect, reclassification will have to take place but no additional Classification Administration Fee will be charged. Sailors holding an International Passport, under FCS2004, of PRS, PNS, or T status will be reviewed, but at no additional fee.

3. EVENT CLASSIFICATION COMMITTEE (ECC)

For IFDS sanctioned events involving Non-Paralympic boat classes, rule 4.2.1 is amended for World Championships, such that the ECC should comprise four classifiers, at least two of whom should be from a different country. Two should be International Classifiers and two Chief National or National Classifiers. They should work as two teams with one International in each team, so that, in the event of a classification protest, the other team can sit on the protest committee.

4. RULE 1.5

The last paragraph of FCS 2004 Rule 1.5 shall not apply.

APPENDIX I

GLOSSARY OF MEDICAL TERMINOLOGY

EXPLANATION OF APPENDIX A.1

FUNCTIONAL CLASSIFICATION REPORT, SECTION A

Joint Movement Definition

HAND FUNCTION

Neck

Flexion	Bending the neck forwards.
Extension	Bending the neck backwards.
Rotation	Turning the neck from side to side.

Shoulder

Flexion	Moving the upper arm forwards from by the side.
Extension	Moving the upper arm backwards from by the side
Abduction	Moving the upper arm sideways away from the side
Adduction	Moving the upper arm sideways towards the side.
Ext. Rot.	Twisting the upper arm, with the elbow bent at 90 degrees, so that the hand moves away from the body
Int. Rot.	Twisting the upper arm, with the elbow bent at 90 degrees, so that the hand moves towards the body

Elbow

Flexion	Bending the elbow
Extension	Straightening the elbow
Pronation	Twisting forearm/wrist from palm up to palm down.
Supination	Twisting forearm/wrist from palm down to palm up.

Wrist

Flexion	From the neutral position, moving the hand in the direction of the palm
Extension	From the neutral position, moving the hand in the direction away from the palm

Hand

Flex. Thumb	Bending the thumb towards the fingers
Add. Thumb	Bringing the side of the thumb to the close to the forefinger.
Grip Fnum	The number of fingers involved in grip.
Grip Ftip	The range through which the fingers can grip, or the strength or coordination of grip.

STABILITY

Trunk

Flx. Upper	Bending the upper part of the trunk forwards
Flx. Lower	Bending the lower part of the trunk forwards
Ext. Upper	Bending the upper part of the trunk backwards
Ext. Lower	Bending the lower part of the trunk forwards
Rotation	Twisting the shoulders around the axis of the spine.
Side Flxn	Bending the trunk from side to side

MOBILITY

Hip

Flexion	Bending the thigh forwards towards the abdomen (belly)
Extension	Straightening the thigh back towards the buttocks
Abduction	Moving the thigh sideways away from the other leg
Adduction	Moving the thigh sideways towards the other leg
Ext. Rot.	With the knee bent at 90 degrees, twisting the thigh so that the foot moves towards the other leg
Int. Rot.	With the knee bent at 90 degrees, twisting the hip so that the foot moves away from the other leg

Knee

Flexion	Bending the knee
Extension	Straightening the knee

Ankle

Dorsiflex	Moving the ankle so that the foot moves up away from the floor.
Plantaflex	Moving the ankle so that the foot moves down towards the floor.

2. OTHER MEDICAL TERMS YOU MAY ENCOUNTER

* indicates the word is elsewhere in the list

Abdomen	Belly, Stomach
Achondroplasia	A defect of cartilage formation leading to a type of dwarfism
Agonist	A muscle whose action is opposed by the opposite or antagonist muscle.
Antagonist	The opposite of agonist (above).
Amelia	Congenital* absence of a limb or limbs.
Amputation	Surgical or accidental removal of a limb or part of a limb.
Amputee	Person who has had an amputation*.
Amyotrophic Lateral Sclerosis (ALS)	A disease in which the nerve cells slowly die, resulting in progressive weakness and loss of muscle.
Ankylosing Spondylitis	A form of arthritis* in which the spine becomes completely stiff.
Arteries	Blood vessels carrying oxygenated blood from the heart to the tissues.
Arthritis	Pain and stiffness of the joints. This takes many forms:
Rheumatoid Arthritis	Inflammation that can destroy the joints.
Osteoarthritis	Degeneration of the joints, "wear and tear" usually associated with ageing, Gout, Ankylosing Spondylitis*.
Arthrogryposis Multiplex	Contraction of many joints.
Athetosis	A form of involuntary movement, writhing in type, usually associated with cerebral palsy*.
Bechterew's disease	Ankylosing spondylitis*
Bilateral	On both sides
Brachial plexus	A complex junction of nerves leading into the arm from the neck.
Cerebral Palsy	Damage to part of the brain, present at birth, usually affecting the legs more than the arms, and resulting in spasticity*, athetosis*, chorea* and often severe speech difficulties. It is important to realise that many such people

	who may have very severe disabilities and with whom it is extremely difficult to communicate because of their speech problems, have normal intellect.
Chorea	Involuntary movements which are twitchy and jerky.
Congenital	Present at birth.
Contractility	The ability of muscles to shorten.
Cubitum (cubital fossa)	The groove at the front of the elbow
Dystonia	Abnormality of the resting tone or tension of muscles. A disease where this is very abnormal resulting in involuntary movement and deformity.
Forearm	The part of the arm between the elbow and wrist
Fragilitas Osseum	Osteogenesis imperfecta. A hereditary disease where the bones are very fragile and break very easily and frequently, resulting in deformities.
Hemilateral	Down one side
Hemiplegia	Paralysed or weak down one side. Usually the result of a stroke*
Hemiplegic	A person with hemiplegia*
Inflammation	A tissue reaction resulting in swelling, stiffness, pain and sometimes redness.
Leg	Technically, the part of the lower limb between the knee and ankle. In common use for the whole lower limb.
Lesion	Any abnormality or injury to tissue or loss of function of a part.
Lumbar plexus	A complex junction of nerves between the spine and the lower limb.
Monoplegia	Weakness or paralysis of one limb.
Multiple Sclerosis (MS)	In some countries DS, Disseminated Sclerosis. A disease affecting young and middle aged adults, with patchy, variable, and sometimes fluctuating damage to many different parts of the nervous system. This can result in many different symptoms, affecting vision speech, strength, co-ordination balance etc.
Muscular Dystrophy	A hereditary disorder of muscle fibres resulting in slowly progressive weakness. There are several different varieties of it.
Myasthenia Gravis	A disease of the junction between nerve and muscle resulting in fluctuating weakness of various muscles.
Myopathy	Any disease process of the muscle fibres.
Myositis	An inflammatory myopathy*.
Neuromuscular disorders	The large group of disorders of the nerves and the muscles which they supply.
Osteogenesis Imperfecta*	See fragilitas osseum*.
Paraplegia	Weakness or paralysis of both legs. Most often caused by injury to the spine.
Paraplegic	A person with paraplegia*.
Parkinson's Disease	A disease of the nervous system resulting in rigidity*, tremor* and slowness or lack of movement.
Phocomelia	Congenital* absence of the part of a limb nearest to the trunk.
Poliomyelitis (Polio)	A viral disease which affects the nerve cells, within the spinal cord, which move the muscles. This results in weakness and loss of muscle in a patchy form. The post

	polio syndrome is a situation seen in a few polio sufferers 30 –50 years after the disease, in which further weakness and loss of muscle occurs.
Prosthesis	An artificial limb.
Quadri (a,u) plegia	Weakness or paralysis of all four limbs. Usually the result of injury to the neck.
Quadriplegic	A person with quadriplegia*.
Rigidity	A type of stiffness of the muscles, different from spasticity*.
Sciatic nerve	The largest nerve going into the lower limb.
Snellen Chart	A chart with letters of diminishing size, used to test visual acuity*.
Spasticity	A type of stiffness of the muscles, different from rigidity, which can be very variable and sometimes painful. Most commonly seen in spinal injury, MS* and cerebral palsy*.
Spina bifida	Failure of the lower part of the spinal canal to close off properly during development and often associated with paraplegia* without spasticity*.
Stroke	Blockage of an artery to the brain often resulting in hemiplegia*.
Thigh	The part of the lower limb between the hip and the knee.
Thorax	Chest
Tremor	Rhythmic shaking of a limb
Unilatera	One sided
Upper arm	The part of the upper limb between the shoulder and the elbow.
Visual acuity	Sharpness of vision.

(This list is not comprehensive. Any items missing that you think should be there, notify the Medical Committee and they will try and include them in the next reprint.)

APPENDIX J

CLASSIFICATION FOR SINGLE-PERSON (SP) BOATS

*Note: For the purpose of this classification, “servo” steering also includes a mechanical steering device more complex than a simple single tiller or joystick or pedal foot steering system. **Not Yet Approved.***

This system may be used for a variety of single person boats where the sailor is in a central seated position. Because there is no need to transfer from side to side or hike out in such boats, only the following skills are measured.

1. Navigation of the boat using a tiller, foot steering, or other device.
2. Control of sails using a sheet or other device.
3. Fastening or securing the sail with a cleat or other device.

The event Organizing Authority may exclude or combine whichever classes it wishes, though for ISAF/IFDS sanctioned events, prior written authority must be obtained from the IFDS Executive Board to do so.

CLASSIFICATION

(SP1) Single Person class 1 Sailors with “Very Severe Disability”, requiring total servo assistance (both sheeting and steering).

(SP2) Single Person class 2. Sailors with “Severe Disability”, requiring partial servo assistance.

(SP3) Single Person class 3. Sailors with limited sailing abilities in one, some, or all of the skills above (predominantly upper limb disability). B2 and B3 visually impaired. B1 & B2 visually impaired should also see caution in 3.2.

(SP4) Single Person class 4. All other sailors with minimum disability (See 1.2)

CONDUCT OF CLASSIFICATION

1. The classifiers should be IFDS International or National Classifiers.
2. Two or four classifiers depending on the workload, should be present. The classifiers should work as a team of two. For ISAF/IFDS sanctioned events, at least one of these classifiers should be an International Classifier. For non-sanctioned events at least one classifier, preferably two, should be present.
3. The classification will be conducted on the sailor’s own boat, or the boat supplied to them, with all modifications attached and operational, either in the water, or on land, at the discretion of the classifier(s).
4. The sailor may need a brief Functional Anatomical assessment to determine minimum disability (See 1.2). The classifier(s), at their discretion, will aim to minimize or exclude the Functional Anatomical assessment, if minimum disability can be confirmed at the boat.
5. Only sections A (Tiller), B (Sheeting) and C (Cleating) of the FCS 2004 Dock and Sail Test (Appendix A.1, Part 3, section B) will be used to allocated points to determine the classification.
6. The sailor will be asked to demonstrate the skills one at a time and in combination, e.g. controlling the sheet and steering at the same time).

7. The classifier(s) may request a demonstration of sailing in practice or in competition to confirm the final classification.

ALLOCATION OF POINTS FROM THE DOCK OR SAILING TESTS.

SP1	3
SP2	4 – 7
SP3	8 – 10
SP4	11 - 15

APPENDIX K

GLOSSARY OF SAILING TERMINOLOGY

A new Appendix will be created to give a glossary of Sailing terms in simple English.

The Functional Classification System 2000 (FCS 2000) was first published in November 2000 by the IFDS Medical Committee:

Chairman: Dr Peter van Aanholt (NED)

Members of the Medical Committee: Dr Anne Allen (USA), Dr Vicki Fumado (ESP), Dr Eric Herlenius (SWE), Dr Mikko Kannisto (FIN), Dr Jürgen Schwittai (GER), Dr Charles Simpson (CAN), Dr Stephen Wilson (AUS)

The FCS 2004 was updated during 2004, by the following members of the IFDS Medical Committee.

Chairman of Medical Committee: Dr Charles Simpson (CAN)

Chief International Classifier: Dr Jürgen Schwittai (GER)

***Members of the Medical Committee: Dr Anne Allen (USA),
Dr Itzhak Siev-Ner (ISR), Dr Stephen Wilson (AUS).***