

## Part - C - CHAMPIONSHIPS

This section comprises:

- **C1 - The Championship Rules.** These are the Class Rules that govern the conduct of Championships (subject to the Sailing Instructions for the event and the Racing Rules of Sailing).
- **C2 - The Championship Guidelines.** The guidelines do not have the status of Class Rules but set the Class's requirements and expectations for the Organising Authority of an international championship. If an Organising Authority cannot meet any of the requirements they should make this clear in the initial application for the event, together with the alternative arrangements that are proposed.

### C1 The Championship Rules

#### 1.0 Application

These Championship Rules shall apply to World and other International Championships.

#### 2.0 Organisation

##### *Organising Committee*

- 2.1 A National 505 Association wishing to host an International Championship shall make an application to the International Class Association (ICA) in conjunction with an intended Organising Authority. It shall form an Organising Committee comprising of senior officials of both the National 505 Association and the Organising Authority, including at least at least two active sailing members of the Class with Championship experience.

##### *Application to Host an International Championship*

- 2.2 The Organising Committee shall make a preliminary application in writing to the ICA in time for inclusion in the agenda of an International Annual General Meeting held at least three years before the proposed event. The preliminary application must show that the Organising Authority has successfully organised similar events in the past, or has the experience and facilities to do so. It should also confirm that the Championship Guidelines (C2) could be complied with. Any exceptions should be highlighted together with the alternative arrangements that are proposed.
- 2.3 If the preliminary application is approved a detailed application shall be submitted to the ICA for ratification at the International Annual General Meeting held two years before the event. The detailed application shall include particulars of the Organising Committee's proposals for meeting the requirements of the ICA under each of the headings set out in the Championship Guidelines.
- 2.4 The Organising Committee shall ensure that adequate communication is maintained with the International Secretary at all times from ratification of the event until its completion.
- 2.5 At least eighteen months before the event the Organising Authority shall seek the approval for the championship from the National Authority of the host country, and shall advise the ICA when it is obtained.

#### 3.0 Entries

##### *Eligibility of Competitors*

- 3.1 Every competitor in a championship shall be a member of the Association and have paid the subscription for the year in which the championship is held.
- 3.2 Championships shall be open to all eligible competitors, subject to the Organising Authority having the right to determine the maximum number of entries. If the Organising Authority wishes to stipulate a maximum number of entries, this must be stated when it makes its preliminary application, and also be included in the Notice of Race. In the event of a maximum number being stipulated, places shall be allocated in accordance with the procedure in Rule 3.3.
- 3.3 Entries will be allocated by the ICA to each National Association in accordance with the ratio of the average number of Member's subscriptions paid by that Association for the two years preceding the Championship to the average total Membership of the International Association over the same period.

Individual Members representing in good faith any nation that does not have a National Association may be allocated an entry at the discretion of the ICA, not exceeding one entry per nation. In determining the number of places for allocation, one entry shall be reserved for each International Officer, subject to the payment of the prescribed entry fee.

- 3.4 Any entries allocated to a National Association but not taken up three months before the start of the Championship may be reallocated by the Organising Authority in conjunction with the ICA. The reallocation shall have regard to all Members who wish to enter and, as far as possible, shall be made proportionately to the original allocation.

#### **4.0 Regatta Measurement**

- 4.1 Measurement shall be carried out under the personal supervision of the Championship Chief Measurer who shall be the Class International Measurer or his nominated deputy. Only the ICA shall be empowered to nominate a deputy to be the Championship Chief Measurer. The Organising Authority shall pay the costs of the Championship Chief Measurer in attending the Championship and of outward and return shipment of his templates and any other equipment.
- 4.2 The Organising Authority shall carry out such measurement as is directed by the International Measurer. As a minimum, all sails and spars shall be checked and all boats shall be weighed. The Notice of Race and the Sailing Instructions shall specify that no more than two suits of sails, one set of spars, one centreboard and one rudder may be presented for measurement. The Race Committee may direct further measurement or restrictions subject to the agreement of the IEC.

#### **5.0 Management of Racing**

##### *Race Committee*

- 5.1 The Race Committee shall include at least one Association Member nominated by the ICA and conversant with the Rules and procedures of the Class who may advise the Chairman of the Race Committee on all decisions affecting the conduct of the races, and shall serve as the principal liaison officer between the Race Committee, the International Jury and the Competitors. At the conclusion of each day's racing, the Association Member serving on the Race Committee shall be available at a time and place to be specified in the Sailing Instructions for the purpose of receiving comments from the competitors on the conduct of the Championship.

##### *International Jury*

- 5.2 An International Jury shall be convened for the Championship in accordance with the Racing Rules of Sailing ("RRS"). The Jury is appointed by the ICA, but nominations may be made by the Organising Committee. The Organising Authority is responsible for the expenses of the jury members, see Championship Guidelines, 4.3.

#### **6.0 Race Programme**

- 6.1 A World Championship shall comprise nine scheduled races held over seven days. There shall be no more than two races per day. Three races are required to be completed to constitute a Championship series. Only one race shall be sailed on the final day unless at the start of the final day's racing only one race has been completed. The race programme for other International Championships shall be included in the detailed application under Rule C1 2.3.
- 6.2 The Notice of Race and Sailing Instructions shall be submitted to the International Office for approval prior to publication.

## **C2 - Championship Guidelines**

### **1.0 Choice of Water**

- 1.1 The sailing water shall be chosen with care to ensure reliable sailing conditions. Particular attention should be given to the following considerations:
- The centre of the race course triangle should normally be at least two nautical miles away from any land.
  - The sailing area shall not be subject to extremes of strength or complexity of tidal streams.
  - Land adjoining the course area should not significantly deflect the wind.
  - Predicted climatic conditions should assure suitable winds which are reasonably steady in direction and strength.
  - The course area should be a reasonable distance from the launching area. Should the course be far from the launching area, facilities for towing the fleet to and from the race area should be available.
  - The launching site should be capable of launching the Championship fleet with trolleys within thirty minutes.

### **2.0 Shore Facilities**

- 2.1. The following facilities should be close to the launching area and fully described in the Organising Committee's detailed application:
- Dinghy park.
  - Changing rooms, toilets, showers and first aid facilities.
  - Chandlery, sail making and repair facilities.
  - Boat washing.
  - Car parks (when necessary).
  - Refreshments.

### **3.0 Other Facilities**

- 3.1 The Organising Authority should ensure the availability of the following facilities either close to the dinghy park or served by adequate means of transport. Details shall be included in the Organising Authority's submission:
- Clubhouse where Members can meet.
  - Facilities for Competitors to access the Internet. As a guide the "internet café" should be available for at least three hours before sailing and for three hours after the boats come ashore. The ideal ratio is one workstation per twenty boats.
  - Adequate accommodation varying in price, including camping facilities.
  - Suitable venues for the prize giving dinner, social functions, the Annual General Meeting and any other International Association meeting.
  - Suitable indoor accommodation and equipment for speedy and accurate regatta measurement and weighing of boats, equipment, spars and sails (note the International Association can normally supply electronic scales, check weights and Mylar templates for sail measuring).
  - Suitable areas for unloading and storing 40 ft. ISO containers within easy walking distance of the boat park.

#### *Event Calendar*

- 3.2 The racing and social calendars shall be so arranged as to provide sufficient free time for International Association meetings. At a World Championship this will normally be a meeting of the International Governing Council and the Annual General Meeting of the International Association.

### **4.0 Budget, Entry Fee and Cost**

#### *Budget*

- 4.1 The Organising Committee is responsible for the event budget.

### *Cost Elements.*

- 4.2 The Budget shall cover the whole cost of the regatta. Attention is drawn in particular to the need to allow for costs relating to:
- Travel, accommodation and equipment for the Championship Chief Measurer.
  - Travel and accommodation for the International President. (World Championships only)
  - Travel, accommodation and subsistence costs for the International Jury.
  - Measurement facilities.
  - Hire of equipment for use both ashore and afloat.
  - Accommodation rental (dinghy park, measurement halls, container and trailer park, car park, meeting rooms, space for social events and the prize giving ceremony).
  - Container handling costs, agents' fees, haulage and demurrage. These costs should be budgeted from ship's side to ship's side in the host territory.
  - Container trailer demurrage.
  - Merchandise cost and revenue.
  - Franchise costs and revenue.
  - Press facilities ashore and afloat.
  - Prizes and memento costs.
  - Social events.
  - Weather forecast.
  - Signposting.
  - Separate press and spectator craft.

### *Cost of Travel and Accommodation.*

- 4.3 The provision of travel and accommodation for Officials and Jury members should not exceed Economy air fare, standard rail fare, three star hotel accommodation and a reasonable daily meals allowance when appropriate. No allowance shall be made for the expenses of spouses. The Organising Committee shall advise all recipients of these facilities at the outset and of the standard to be provided and ensure that providers accept only an Organising Committee signatory for charges to the Regatta Account.

### *Income.*

- 4.4 The Organising Committee should take note of the opportunities for early cash income to cover preliminary expenses presented by the sale of franchises, advertising in regatta publications and Sponsors' initial payments with the appropriate early exposure.

## **5 Sponsorship and Publicity**

### *Media Rights*

- 5.1 It is the policy of ISAF to cede media rights to International Classes in respect of their events, and it is the policy of the Class to cede those rights to the Organising Committee of any International Championship for that event, to written approval from the International Office for use of the Class logo on any item.

### *Sponsorship*

- 5.2 Experience has shown that sponsorship in cash or by the free provision of goods or services is essential for a major championship. Accordingly it is helpful if sponsors can be identified when application is made to the International Association for the event.
- 5.3 The order of priority for the application of Sponsor's funds should be:
- To subsidise travel for competitors and boats, particularly for those who will incur great expense in travelling to the championship.
  - To reduce entry fees.
  - To enhance the on-the-water facilities, including Press and Spectator craft.
  - To ensure the highest standard of prizes and mementos.
  - To support the social events.
- 5.4 Details of sponsorship arrangements and the necessary application to comply with the current sponsorship requirements of ISAF and the International Association shall accompany the Organising Authority's final proposals. The application to hold the event shall state the likely level of sponsorship and the effect on the cost of the event to competitors. Where discussions with potential sponsors are sufficiently advanced, the Sponsor's expectations shall be clearly set out.

- 5.5 Organisers should appoint a publicity officer whose responsibilities will include advance publicity, liaison with sponsors and ensuring that a report on each day's racing, together with the current top six positions overall, is promptly prepared and circulated to national and international media contacts, and appropriate 505 e-mail list servers.

## 6.0 Measurement Equipment

- 6.1 The International Measurer will normally supply scales, check weights and templates, although it is helpful if the Organising Authority can make available or identify the availability of reserve equipment. The Organising Authority should provide a gantry suitable for suspending the boats whilst weighing. For sail measurement it is preferable if boards are made up and supported on tables or trestles so that measuring can be done whilst standing.
- 6.2 Although it is a requirement of the Class that the measurement be under the supervision of the International Measurer, the Organising Authority should have a team of people to assist with the measurement. The numbers will depend upon the size of the fleet and the time available, but it has been found that a team of twelve people can measure about ten boats an hour.
- 6.3 Lead corrector weights shall be available for purchase by competitors who need to adjust the weight of their boats.
- 6.4 Selected boats may be subject to a complete hull measurement by the Chief Measurer.

## 7.0 Committee, Safety and Other Boats

### *Committee Boat and Mark Boats*

- 7.1 The Organising Authority shall provide an adequate committee boat that can be suitably manoeuvred and anchored. It should have radio communication with the shore and all mark boats, safety and support boats.

### *Safety Boats*

- 7.2 There shall be at least one safety boat to every ten boats competing and a proportion of these should have a low enough freeboard to allow manoeuvring close to competitors without risk of damage.

### *Jury Boat*

- 7.3 There shall be at least two fast and manoeuvrable vessels with good all-round visibility at the disposal of the International Jury.

### *Press and Spectator Boats*

- 7.4 There should be adequate facilities to enable the Press and spectators to go afloat to watch the racing without interfering with the operation of the craft involved in the management of the racing.

## 8.0 Racing

### *Number of Races*

- 8.1 The number of races and the race programme shall be subject to Rule C1 6.1. The following guidelines should be followed:
- There is no requirement for a practice race, especially if there has been a Pre-World Regatta.
  - A World Championship comprises a series of nine races. The programme should allow for:
    - three days racing, followed by a lay day, followed by three further days of racing.
    - The schedule should alternate double and single race days
    - The Sailing Instructions should contain provision that if a race cannot be sailed as scheduled, it may be postponed to the next day.

### *Race Time*

- 8.2 The race time should normally be midday unless local conditions make another time desirable in the view of the Organising Committee. The time of the first warning signal of the day should be stated in the Notice of Race.

### *Limiting Conditions*

- 8.3 Races should not normally be started when the wind:
- regularly exceeds 30 knots (15 metres per second) although this limit may be lower if there are difficult sea conditions or other factors, such as shallow water, that increase the likelihood of serious damage.
  - is less than 4 knots (2 metres per second) for significant periods.

## **9.0 Courses**

### *Configuration*

- 9.1 When one race is scheduled for the day the course should comprise eight legs, i.e. windward/leeward, triangle, windward/leeward, and a finish leg to windward. When two races are scheduled for the day, the course should comprise seven legs, i.e. windward/leeward, triangle, windward/leeward, with the finish at or close to the leeward mark. On the first lap, a spacer mark is included at the start of the leeward leg and gate at the end of the leg. Other requirements are:
- Marks should normally be rounded to port (except for the gate).
  - The spacer mark should be approximately fifty metres to port of the windward mark to separate boats beginning the leeward leg from those approaching the windward mark.
  - The leeward gate should be about fifty metres wide.
  - GPS or other electronic positioning equipment should be used to lay the course and ensure the accuracy of any course change introduced by the Race Committee as a race proceeds.
  - Unless exceptional weather conditions make it impracticable, gate starts should be used and the starting area shall be approximately half a nautical mile to leeward of the leeward mark of the course.
  - The course should be an approximate isosceles triangle. Treating the windward leg as the base of the triangle, the angles to the other two sides (the reaches) shall be about 45 degrees, although in light winds this may be increased to about 55 degrees.
  - The distance from the windward mark to the leeward mark should typically be between 1.2 and 1.5 nautical miles. The exact length will be determined by the wind strength. Where there is a single race scheduled, the optimum duration for the leaders is about 2 hours. Where there are two races scheduled, the optimum duration for the leaders is 1½ hours. In the event of an increase or decrease in the wind strength during a race, the Race Committee is encouraged to vary the length of the course in order to achieve the target duration, by displaying the bearing to the next mark with a plus (=) or minus(-) sign. Shortening a course by reducing the number of legs sailed is to be avoided and should only be contemplated in exceptional circumstances.
  - Facilities should be available to enable the marks to be moved in the event of a major wind shift.
  - Marks should be large enough to be seen from the preceding mark and Mark Vessels should show some distinguishing signal, such as a large, visible flag or shape.
  - In the event that better sailing conditions can be found nearer the shore than the designated area, the course may be set inshore, bearing in mind the wishes of the competitors conveyed to the Race Committee by the Class Liaison Officer.

## **10.0 Notice of Race and Other Information**

### *Availability*

- 10.1 The Notice of Race should be available as soon as possible and not later than eight months before the event is to be held. It should be approved by the International Office prior to publication.

### *Contents*

- 10.2 The Notice of Race shall contain the information required by RRS and by these Rules, together with any unusual requirements or conditions, for example any special insurance requirements or any local requirement concerning safety. It shall also contain the date on which any meeting of the IGC or International Annual General Meeting is to be held.

### *Circulation*

- 10.3 As soon as it is available, the Organising Authority shall circulate copies of the notice of race to the International Office and National Secretaries of all Countries eligible to enter competitors in the event.

## **11.0 Sailing Instructions**

### *Availability*

- 11.1 The sailing instructions shall be available to competitors as soon as they arrive for the Preliminary Regatta or Practice Race. It is advisable NOT to publish the instructions on the Internet in advance. This ensures that all competitors have identical versions at the start of the event in the event of amendments having been made. Changes at the event will be notified in accordance with the SIs themselves.

### *Text*

- 11.2 The Association has model sailing instructions that should be followed by organisers as far as possible. Draft sailing instructions shall be submitted to the International Office for approval two months before the start of the Regatta and only published with the authority of the International Association, which shall not be unreasonably withheld.

### *Change of Sailing Instructions*

- 11.3 When a change of sailing instructions is deemed necessary, the wording of such a change shall be approved by the Jury Chairman, the Chairman of the Race Committee, and the Class Liaison Officer for the Regatta.

## **12.0 Points and Trophies**

### *Scoring System*

- 12.1 The series will be scored as provided in RRS Appendix A using the Low Points System. If eight or more races are held a boat's worst two results shall be excluded. If between four and seven races are held a boat's worst result shall be excluded. The championship shall not be awarded if less than three races are sailed.

Effective: 1 January 2006