

## **APPENDIX A** *Approved by IGC June 2004*

### **RULES GOVERNING THE WORLD CHAMPIONSHIP AND OTHER SANCTIONED EVENTS AS APPLICABLE**

#### **1. PURPOSE**

The purpose of the World Championship is to determine a yearly champion for the entire International Etchells Class by competition among eligible and qualified representatives of all fleets.

#### **2. PERPETUAL TROPHIES**

- A.** The winner of the World Championship Series shall be awarded a perpetual trophy known as the Founders Trophy for the International Etchells Class World Championship. A perpetual trophy shall also be awarded to the individual race winner of each of the scheduled races, and to the winners of the Masters Division, the Seniors Division and the Bill Munster Sportsmanship Trophy.
- B.** These trophies shall be held by the winning skippers or by their fleets until the time of the next series, subject to IGC approval and order and it is the responsibility of the holders to ensure the trophies are available for presentation to the following year's winners.
- C.** The individuals who are the current members of the IGC retain title to these trophies and may impose any conditions necessary for their safe keeping.

#### **3. CLASSIFICATION OF EVENTS**

- A. Definitions.** A Sanctioned Event is an established event of inter-fleet character at which all the rules of the International Etchells Class apply. An Open Event is one at which all rules of the International Etchells Class apply except eligibility requirements.
- B.** Sanctioned Events are classified as follows:
  - (1)** Class A — The World Championship;
  - (2)** Class B — A Championship of continental or national scope;
  - (3)** Class C — A District or regional championship.
- C.** ISAF Category A advertising status (see RRS Appendix1) shall apply in all Etchells Sanctioned Events; except that ISAF Category C status, restricted to a one square meter area on each side of the hull, may apply up to the level of Etchells Class B events of national scope by decision of the Etchells National Association in which the event is held. [Approved by ISAF Council, Nov. 2000].

#### **4. PLACE, DATES & NOTICE OF RACE**

- A.** World Championship. The IGC shall designate the place of the World Championship, with tentative dates to be set four years in advance and definite dates to be set no less than two years in advance, selecting a location with suitable facilities and racing conditions from among those

fleets, yacht clubs or organizing authorities willing and able to hold the event, except:

(1) It shall not be held in the same waters for two consecutive years;

(2) It shall not be held in the same district for more than two consecutive years;

(3) It shall not be held on the same continent for more than three consecutive years.

The responsibility for arranging and providing suitable facilities, prizes and entertainment rests with the fleet, yacht club or organizing authority holding the event and the related Etchells Class National Association. In this regard all shall cooperate with and be guided by the IGC. A Notice of Race (see Appendix C) shall be prepared in accordance with RRS 87.2 and shall be forwarded to all fleets at least four months prior to the first race of the championship.

- B. The place of Class B championships shall be determined by the Etchells Class National Associations involved. A Notice of Race is required.
- C. A Class C championship should not be held by the same fleet, club or organizing authority for more than two consecutive years, unless otherwise provided for by established precedent or by written agreement adopted by a majority of the fleet secretaries concerned and filed with and approved by the Etchells Class National Association.

## **5. RACE COMMITTEE AND INTERNATIONAL JURY**

- A. The World Championship Race Committee shall include at least one Active Etchells Class member fully conversant with the rules and procedures of the Class, who shall advise the Race Committee Chairman (PRO) as may be considered helpful on all decisions afloat or ashore affecting the conduct of races and shall serve as the principal liaison officer between the Race Committee and the International Jury. The Chairman selected for the World Championship Race Committee is subject to ratification by the International Governing Committee.
- B. The World Championship International Jury shall be constituted in accordance with RRS 89 (c) and Appendix M, with the additional provision that at least one member of the International Jury shall be an Etchells Class member conversant with the rules and procedures of the Class. In the event of disagreement between the International Jury and the Race Committee, the decision of the International Jury shall govern.
- C. The Etchells Class member serving on the International Jury shall, at the conclusion of each day's racing, upon reaching shore, make himself available for no less than one hour at a previously designated place for the purpose of receiving comments from the competitors on matters regarding the conduct of the championship series. The conduct of these meetings shall be at the discretion of the International

Jury but shall not inhibit the expression of legitimate opinion. Any matters brought to the attention of the International Jury through these meetings shall be acted upon solely at the discretion of the International Jury.

## **6. ENTRY — DEFINITIONS AND ELIGIBILITY**

### **A. Definitions**

(1) Active Skipper: a person who is:

(a) an Active Member as defined in Section 4(B) of the International Etchells Class Association Rules;

(b) recorded with the appropriate Fleet and Etchells Class National Association as having paid all Fleet, National and International Active Membership dues. The date of payment shall be recorded to assist in establishing eligibility;

(c) recorded with the appropriate Etchells Class National Association and the International Etchells Class Association as having a valid Hull and Spars Measurement Certificate and Sail Measurement Certificate for each boat registered and raced under his name. The dates of certification shall be recorded to assist in establishing eligibility.

(2) Active Co-Skipper: a person who is:

(a) an Active Member as defined in Section 4(B) of the International Etchells Class Association Rules but who need not be the designated Active member of his boat;

(b) recorded with the appropriate Fleet and Etchells Class National Association as having paid all Fleet, National and International Active Member dues. The date of payment shall be recorded to assist in establishing eligibility.

**B. Eligibility:** The Skipper (and each Co-Skipper) shall:

(1) be an Active Skipper (or Co-Skipper), as defined in Article 6A of this Appendix, of the Fleet he represents and be so registered with the Etchells Class National Association prior to the first race of his Fleet's qualification races.

(2) have sailed as an Active Skipper (or Co-Skipper of the same boat) in his Fleet's Worlds qualification races.

(3) not have enrolled as an Active skipper (or co-skipper) in a fleet other than the one being represented during the six months prior to the first race of the World Championship. A skipper belonging to more than one fleet is eligible, but may compete for qualification in one fleet only, which shall be the Fleet sailing the earliest qualifying race, unless before that race the IECA and the fleets concerned receive written election of the Fleet in which a skipper (and co-skipper) is to be counted for qualification. An Active Skipper (or Co-skipper) shall pay dues to IECA as a member of only one Fleet; that Fleet shall be the fleet in which the Skipper (and co-skipper if any) shall be counted for qualification. The number of boats for which

IECA Active Member dues have been paid shall be the number used by that fleet for World's fleet allocation.

*(Note: "counted for qualification" means a boat as well as a skipper belonging to more than one fleet is counted for entry allocation only in the fleet in which they are competing for qualification.)*

- (4) present a statement from his Fleet Captain certifying compliance with all eligibility requirements prior to the first race of the series.
- (5) Notwithstanding any other provisions of this Appendix, the IGC may approve a request to compete in a Class A or B Event received at least 3 months before the event from an isolated Active Member not able to enter through an existing fleet, upon such conditions as the IGC may require from that entry.
- (6) ISAF eligibility of skippers (co-skippers) in any Etchells World or Continental championship pursuant to the RRS is accomplished by their required Active Membership in the International Etchells Class.

**C. Eligibility:** Crew members

Crew members in any Etchells World or Continental championship shall be Associate (or Active) Members of the International Etchells Class as of the first race in which they sail, to fulfill their ISAF eligibility pursuant to the RRS. It is a Class Rule requirement that all crew shall be IECA Associate (or Active) members for all Class A & B sanctioned events; and Class C events at the discretion of the appropriate National Etchells Association where the event is held.

**7. ENTRIES — ALLOCATION AND PROCEDURE**

- A.** The Entry Allocation for each existing Fleet shall be determined by the IGC eight months prior to the first race of a sanctioned Class A event, with the intent of achieving a 75 boat fleet for a World Championship. The IGC may increase the allocation prior to the World Championship if entries do not meet expectations.
- B.** Each Fleet shall annually designate a series of qualification races to be held on its home waters (minimum of 5 completed races) to determine those Skippers (and Co-Skippers) eligible to enter the World Championship subject to the allocation as specified above. Requirement of Appendix F.2 applies. All other matters pertaining to this qualification series shall be under the jurisdiction of each Fleet.
- C.** The defending World Champion, any previous World Champion, and the current Chair of the IGC may enter a World Championship. They shall not be counted as part of their Fleet's entry allocation. They shall meet all other requirements of these rules, except that the current World Champion shall have the right to defend his title without having to sail in his Fleet qualification series.
- D.** Entries to sanctioned events shall be submitted on an approved entry form (Appendix D), or another form approved by the IGC. An entry shall be accepted only upon receipt of the entry form, duly completed,

and payment of the prescribed entry fee. The Organising Authority may refuse to accept an entry received later than 21 days before the first race of a World Championship or later than 14 days before the first race of a sanctioned B event.

- E. No entry can be considered as final until the entry's eligibility has been verified by the Organising Authority with the International Etchells Class Association Secretariat, and Organising Authorities shall verify the eligibility of all entries in all sanctioned events.

## **8. DESIGNATION AND SUBSTITUTION**

- A. Skipper and Co-Skipper entering the series shall sail throughout.
- B. There shall be three or four persons on each boat and their total combined weight as measured wearing light clothing shall be no more than 285 kgs. The crew shall be designated as such, touching the helm only when necessary during an emergency. Crew starting the series shall sail throughout unless permission has been obtained from the International Jury or Race Committee, if no Jury, to substitute specific crew for specific races or race days. Each Skipper/Co-Skipper planning to substitute crew during the series shall inform and obtain permission from the International Jury, or Chairman of Race Committee(PRO), if no Jury, not later than two days before the first race of the event in which the substitute crew will be racing, and this schedule shall not be altered. Permission for any other crew substitution shall be obtained from the International Jury or Chairman of the Race Committee(PRO), if no Jury, before each race, and such permission shall be denied if unfair advantage is gained thereby or if the substitution is not an absolute necessity.
- C. In all Class A events, all Co-Skipper for the series shall have qualified as Co-Skipper, but not all such Co-Skipper are required to enter. (Example: three Co-Skipper qualify one boat. That boat may be entered and sailed in the series by one of them, by two of them or by all three of them.) All entering Co-Skipper shall inform the chairman of the Jury not later than two days before the first race which of the Co-Skipper is to act as skipper for each race, and this schedule shall not be altered. The co-skipper schedule shall be posted on the Official Notice board. Two or more Co-Skipper shall not share the helm in any one race.

## **9. SAILS AND EQUIPMENT**

- A. No more than 1 mainsail, 2 jibs and 2 spinnakers, all of which shall have been previously acquired and measured in accordance with class rules, shall be presented for re-measurement and used by a Skipper at any time during a Sanctioned Event. A Skipper shall use only those sails which he submitted and had re-measured at the designated time.
- B. Each sail shall be re-measured and approved by an official measurer immediately prior to the event, and shall not thereafter be recut or

altered during the event. After such re-measurement, repairs to sails pursuant to all applicable rules are permissible only upon prior approval of the International Jury.

- C.** Each sail presented for re-measurement shall have the date of acquisition and certifying measurer's initials recorded near the tack in indelible waterproof marking. Each entering Skipper shall present to the event sail measurer an Etchells Sail Measurement Certificate in compliance with Class Rule 5.5 signed by the Skipper's Fleet Measurer. This Certificate shall also show the boat's hull number, sail number, owner's name, and a listing of all sails acquired during the current and previous two calendar years, and also including all sails presented for the event, showing type of sail (main, jib or spinnaker), sailmaker and the date of acquisition.
- D.** A boat sailed in a sanctioned event shall use only those sails properly acquired for and bearing the sail number of the boat sailed by the entering Skipper in his Fleet's qualification series, in accordance with these rules. A Skipper purchasing a replacement boat during the course of his Fleet's qualification series may use that boat's sail number and properly acquired sails for the sanctioned event in question, provided that he competes in at least five completed Fleet qualifying races using only the replacement boat and its sails. The Skipper's scores in qualification races prior to the replacement shall be void for any other Skipper. Notwithstanding any other provision of this Appendix, the IGC may approve a request to use an owner's own sail card and sails with a loaner hull for all or part of a fleet qualification series, for good cause shown and upon such conditions as the IGC may require. Such request giving the reasons and the hulls to be used in the qualification series and the sanctioned event, must be received in enough time before the start of the qualification series to permit circulation to the IGC for its' consideration.
- E.** If through no fault of its personnel, a boat's hull or spar or sail is rendered incapable of continuing the series, the Skipper may petition the Jury for permission to substitute a replacement hull or spar or sail for the remainder of the series. Such permission shall be denied if unfair advantage is gained thereby or if the substitution is not an absolute necessity.
- F.** After 31st October 1997, no sail may be used in any World Championship that does not conform with the minimum cloth weights of the Class Rules which are in effect as of 1st March preceding the event.
- G.** Effective 1st March 2000, all sails presented for measurement or used at Class sanctioned events should have sail numbers the same as the entry's ISAF plaque number; but a boat may continue to use its old number as permitted by One Design Rule 8.2, so long as all sails used in the event bear the same number. During the three year transition period, if two boats register for a sanctioned event with the same sail

number and national letters, the organizing authority shall determine a non-destructive method to distinguish the entries, such as a taped "X".

## **10. BOAT MEASUREMENTS**

- A.** Measuring Equipment. The Fleet and the Etchells Class National Authority holding the event are responsible for obtaining, testing and certifying the accuracy of the following items of measuring equipment.
- (1) Weighing scale with recently dated test report showing correction factor at 10kg (or 25 lb) increments over the range of 1,360kg (or 3,000 lbs) to 1,810kg (or 4,000 lbs).
  - (2) Surveyor's dumpy level or transit or a water level (bottle with two lengths each 10m of transparent flexible tubing approximately 5mm inside diameter).
  - (3) Official Etchells keel templates.
  - (4) Official Etchells rudder/skeg profile template.
  - (5) All other measuring equipment necessary to facilitate the measuring and recording of the items listed below.
- B.** At a Class A event the following items shall be measured and recorded in the appropriate unit of measure and corrected if necessary before the first race of the series:
- (1) Boat weight — Rules 3.10.1 and 3.10.2.
  - (2) Keel shape — Measurement Form Items 44 thru 47.
  - (3) Mast — Rule 4.1, and Measurement Form Items 73 and 80.
  - (4) Boom — Rules 4.1 and 4.4.2.
  - (5) Spinnaker boom — Rule 4.5.2.
  - (6) Bulkhead access hole covers and gaskets — Measurement Form Item 78 and Construction Plan.
  - (7) Piercing of hull, deck or bulkheads — Rule 3.7.
  - (8) Lightening the hull — Rule 7.3.
  - (9) Safety equipment — Rule 6.
- C.** In addition to the mandatory items listed in B above, any other items may be measured. The measurers should be particularly alert to the following items which may be measured (if appropriate) and recorded with descriptive commentary:
- (1) Rudder and skeg — Rule 3.5.
  - (2) Alteration to hull and keel — Rule 3.11.
  - (3) Bent masts — Rule 4.3.1.
  - (4) Bent booms — Rule 4.4.1.
  - (5) Mast and boom construction — fittings and/or weldments that result in significant alteration of the bending characteristics — Rule 4.2.
  - (6) Spreaders — Rule 4.3.3.
  - (7) Console — Rule 7.15.
  - (8) Cockpit sole — Rule 3.3.3.
  - (9) Bulkheads — Rule 3.3.2.
  - (10) Hull and Deck Construction — Rule 3.1

All items not in conformance with the rules shall be reported to the International Jury before the first race of the series.

- D. Any measurements may be taken at B and C events, and should be taken where practical. Visual inspection of items 6, 7 and 9 listed in (B) above shall be made.
- E. All measurement data recorded for each boat at a Class A or B event shall be submitted to the International Etchells Class Secretary immediately following the event.
- F. A boat shall be barred by the International Jury from entering the series for any obvious and uncorrectable non-conformity with the rules of the International Etchells Class.

## **11. RACING CONDITIONS AND PROCEDURES**

### **A. Rules**

The official racing rules of the International Sailing Federation shall govern except as modified by the rules of the International Etchells Class and by the Sailing Instructions issued for the event. The published sailing instructions concerning courses, signals, rules and all other procedural requirements shall conform as closely as possible to those of the Standard World Championship Sailing Instructions (Appendix B). For any sanctioned event, the Sailing Instructions and Notice of Race shall not amend or override Etchells Class Rules without the prior approval of the ISAF and the IECA. (ISAF Regulation 26.5(f)).

### **B. Number of Races.**

- (1) The World Championship series shall consist of a minimum of six, and no more than nine, completed races with each boat discarding its worst race. More than one race may be sailed each day. The Low Point scoring system will be used. A minimum of six races will need to be completed to constitute a series.
- (2) Class B events shall consist of either (a) a minimum of six, and no more than nine, completed races, with each boat discarding its worst race as described in (1) of this section; or (b) five races with worst race exemption; but with a minimum of four races completed, all to count, to constitute a series.
- (3) Class C events shall consist of not more than nine completed races with each boat discarding its worst race as described in (1) of this section. A minimum of three races with no worst race discard must be sailed to constitute a series.
- (4) In Class B and C events a race committee may shorten a series by canceling a race. The worst-race exemption, as applicable, as described in (2) and (3) above to apply.

### **C. Courses.**

- (1) Courses 1-2 described in Appendix B shall be the courses used in Class A and B events, and are recommended for Class C events. If

any other course is used in a C event, it shall be at least as long as Course 2.

- (2) Races shall be held as far as possible from headlands, shoals, obstructions and aids to navigation to minimize local wind and current effects but in the interests of safety and practicality may be held in estuaries. Unless otherwise specified, government marks and aids to navigation must be passed on the required or channel side.
- (3) The length of the windward legs shall be determined after taking into consideration the geographic location of the course and the prevailing wind and sea conditions but shall be not less than 1.5nm.

**D. *Time Limit.***

- (1) On days where one race is scheduled to be sailed in Class A, B and C events, Course 1 should be preferred. If no boat finishes Course 1 within four hours from the starting signal, that race shall be declared no contest. If one boat finishes within the time limit, the race shall stand and only those competitors that finish within 60 minutes of the first boat finishing shall be deemed to have finished.
- (2) On days where two races are scheduled to be sailed in Class A, B and C events, Course 2 may be preferred for the first race and Course 1 for the second race. If no boat finishes Course 2 within three hours or Course 1 within four hours from the starting signal, that race shall be declared no contest. If one boat finishes within the time limit, the race shall stand and only those competitors that finish within 60 minutes of the first boat finishing shall be deemed to have finished.
- (3) Course 1 shall not be started within five hours of sunset and Course 2 within four hours of sunset. (Note: Define sunset time; the same time may be used for the entire series.)

**E. *Penalties.***

The 720 degree turns penalty, RRS 44.2, will apply in all sanctioned events.

**F. *Team Racing Tactics.***

Except in events specifically designated as team races, team racing tactics in Class A, B and C events are prohibited. In flagrant cases affecting the point score among the leaders the International Jury shall have the power, with or without protest, to order the race resailed and to bar the offender from the resailed and remaining races.

**G. *Safety Considerations.***

Competitors in any Etchells event are reminded of their responsibilities under the RRS Fundamental Rules. The burden of deciding to wear a lifejacket is the sole and inescapable responsibility of every individual sailor. Race Committees considering whether or not to start a race in Force 6 winds which are building towards Force 7, should also give consideration to sea state and water temperature, and consider abandonment when a race which was started in acceptable conditions,

sees building sea states and sustained Force 7 or higher winds or wind gusts.

**H. *Crew Weight Limit.***

- (1) For Class A, B and C events, the Organizing Authority shall verify compliance with Class One Design Rule 7.1 by weighing each participant and determining and posting on the Official Notice Board each entry's total weight before the first race.
- (2) Prior to each day's racing in Class A and B events, 15% of the fleet will be randomly selected and reweighed to ensure compliance with One Design Rule 7.1. Crews that have been randomly selected and fail to make the weight limit will be scored DNS for all races sailed that day and shall present themselves at the race office for re-weighing on the morning of the following race day in addition to the 15% of boats randomly selected on that next day.
- (3) Crew substitutions will not be permitted for the purpose making the weight limit.
- (4) The time and method for notifying those entrants randomly selected for reweighing will be set out in the Sailing Instructions.
- (5) For Class C events, the Etchells Class National Association shall determine whether crews will be randomly selected and weighed in accordance with the procedures laid down for Class A and B events.
- (6) For all Class A, B and C events, the weighing scale shall be accurate and should be available at all times to crews that are over-limit, or in the event of protests or crew substitutes.

**I. *Insurance.***

- (1) All yachts competing in Class sanctioned events are required to carry current Third Party Property Liability Insurance cover.
- (2) Each skipper and/or co-skipper is liable for any and all third party personal injury claims. It is strongly recommended that skippers and/or co-skippers of all yachts competing in Class sanctioned events be covered by appropriate and adequate Third Party Personal Injury Insurance.
- (3) If an Organising Authority is either required or wishes to state minimum amounts of third party insurance cover for property and/or personal injury, such information must be published in the NOR for the event. For Class A events, the minimum amount of Third Party Property or Personal Injury Liability cover should be determined by the Organising Authority in sufficient time to be included in the draft NOR provided to the IGC for approval. For Class B and C events the minimum amount of cover should be determined by the appropriate Etchells Class National Association.

**J. *Coach and Support Boats***

Team leaders, coaches, other support personnel and their coach and support boats shall stay outside areas where boats are racing from the time of the warning signal until all boats have finished or

the Race Committee signals a postponement, general recall or abandonment. Specific coach and support boat instructions are to be stated in the SIs. Appendix B details the instructions, including penalties, that are to be included in the SIs for Class A sanctioned events, and these instructions should also be used or modified for other sanctioned events.

**K. *Communications Devices***

This supplements but does not change RRS 2 and RRS 41 for the IECA. In all sanctioned events, no boat shall activate when off moorings on a day on which racing is scheduled any device capable of receiving or transmitting radio wave communications, except in an emergency. Where VHF is required by boats to comply with governmental or national authority laws or regulations affecting the venue, the Notice of Race and Sailing Instructions shall specify how, when and for what purpose any radio wave communications device may be activated. Notwithstanding the foregoing, the Etchells National Association in which a Class C event is held may authorize the Race Committee to use VHF for race management and may issue guidelines.

**L. *Submission for IGC Approval***

The Organising Authority for all Class A events, World Championships, shall prepare and submit to the IGC for its approval the proposed format and schedule for racing, the draft Notice of Race, the draft Sailing Instructions and the Organising Authority's plan for safety management.