

INTERNATIONAL FINN CLASS

MAJOR CHAMPIONSHIP RULES (formerly Part C and Part D of Class Rules)

These rules are binding upon Organizing Authorities unless varied in writing by the Executive Committee. They will govern the Finn Gold Cup, the European Senior Open Championship and the Junior World Championship or any other championship that IFA decides to sanction (hereafter "Major Championships").

Wherever the rules are applicable to the Gold Cup only, it will be so designated.

Further details on the management of major Finn Championships are laid down in the IFA Championship Manual.

1. Deed of Gift (Gold Cup only)

The Finn Gold Cup, presented by Mr F.G. Mitchell of the Royal Corinthian Yacht Club, Burnham-on-Crouch, United Kingdom, is to be held every year. If for any reason races cannot be held in a given year, the Cup shall be returned to the Royal Corinthian Yacht Club. The Gold Cup shall be held outside Europe a minimum of once every four years.

2. Bond

The Organizing Authority of the Gold Cup or the European Senior Championship shall forward to IFA, no later than one month after the AGM at which the venue was approved, a bond to the value of 3000 Euros, made out to IFA by means of a cheque or cash payment.

This bond may be used at the discretion of IFA to ensure compliance with the "International Finn Class Major Championship Rules" for the relevant championship. Upon satisfactory completion of the Championship, the bond (or the remaining part thereof) will immediately be released to the Organizing Authority.

3. Championship Venues

Racing area:

The Gold Cup shall be sailed on open water. The proposed racing area shall allow to set the upwind leg to a minimum of 1.6 nautical miles.

No major championship should be held in water that has a very strong tidal stream, or that is likely to have light or unsteady wind.

The course of all Finn Class Major Championships shall be exclusive and separate, except that Junior Championships may be combined with Senior Championships. The Finn Class Major Championship shall be the only event organised by the yacht club during this time unless agreed by IFA.

Ashore:

- The venue (YC and ramps to the sailing courses) shall be opened to the sailors, secured, and fitted with all necessary facilities at least 7 days before the 1st measurement day.
- The venue shall have sufficient space for containers (to check with IFA depending on location) from at least a week before the event.
- Crane facilities shall be provided if needed to unload/load the containers.
- Fresh water in the dinghy park (1 hose per 10 boats)
- Launching ramps. These should be 1.5 metres wide per 10 entries and made in such a way that competitors can use their trolleys. There should be buoys and hauling-off lines if the launching site is on the lee shore.
- Emergency medical facilities
- Coach boats berthing shall be in walking distance from the dinghy park and free of charge

- A dry room in the YC or on the dock shall be made available to dry/store sailing gears overnight.
- Free parking shall be available within reasonable walking distance to the Yacht Club/Boat park.
- Every effort should be made to provide adequate security for cars, boats, accommodation, and valuables left ashore when racing.
- The location of the nearest boatyard, sailmaker and yacht chandler should be published and every effort must be made to ensure that a sailmaker is available at all times.

Venue decision and communication:

The Annual General Meeting shall decide on the venue of the following year's Major Championships upon the written proposals submitted by aspiring host National Finn Associations. A country wishing to organize the Gold Cup shall guarantee a visa for all competitors. Proposals for the succeeding years may also be discussed and decided upon.

Date and place for each major championship shall be published in FINNFARE at least nine months in advance. The Organizing Authority shall send the Notice of Race and Entry Forms to each country's National Finn Secretary and National Authority six months in advance.

4. Organizing Authority

Each Organizing Authority shall work in conjunction with the President and Secretary of its country's National Finn Association or their nominees. All items listed in the IFA Championship Manual are to be addressed in the preparatory stage leading up to each championship.

5. Notice of Race and Sailing Instructions

The Notice of Race and Sailing Instructions shall be written in English in accordance with RRS 87 and 88, RRS Appendix M and N, and be based on the IFA Standard documents, which aim to follow the ISAF Race Management Manual as closely as possible. They shall be agreed in writing with the IFA Executive Director or the Vice-President Sailing. The Notice of Race shall also list all the information required by Championship Manual item 5.

6. Entry and entry fee

Entries for all Championships must go through the National Secretaries. The number of entries is based on the number of dues (IFA stickers) paid by each country in the current year (see Point 26, Entry System). Only current members who have paid their National Finn Association and IFA dues will be permitted to race. They must be able to present their IFA stickers. Anyone racing without having fulfilled these requirements shall be scored DNS.

The entry fee shall not exceed 7 times the current IFA fee and shall include the cost of the award dinner. Entry dates will normally close four weeks before the start of the regatta. No double entry fee shall be charged to late entries.

7. International Jury

There must be an International Jury in accordance with RRS Appendix M. It shall include at least four members who have proven experience in on-the-water judging of RRS 42 (Propulsion). At least one should have practical Finn racing experience.

The jury must have at least three well-manoeuvrable boats at its disposal for RRS 42 enforcement, and there should be two judges in each boat. If the jury consists of the minimum of 5 members, a sixth person with proper experience must be added to make up the third pair. He/she need not be part of the International Jury.

The International Jury should meet with the IFA Representative (the Executive Director or the Vice-President Sailing) before the first race for a policy briefing on RRS 31, 42, etc. The International Jury chairman should liaise with the IFA Representative throughout to receive sailors'

feedback, etc.

If a practice race is held, the Jury should be prepared to hold a briefing on RRS 42 before and a debriefing afterwards.

The Jury Chairman should not be of the same Nationality as the organising country.

8. Race Office

From 9.00 on the day before the first measurement day the Race Office should be open daily from 9 am till 7 pm. Preliminary race results must be available as soon as possible after each day's racing. The Official Notice Board must be in, or close to, the Race Office.

9. Equipment inspection

Boats will be measured to the latest Class Rules and Case Laws, and competitors must present valid IFA measurement certificates (Rulebooks not older than 1990).

Boats should be measured before racing, but the measurer may check any measurements within the class rules any time. The following should be checked at the preliminary measurement:

Hull

- * Shape using the IFA-approved templates and jig.
- * Weight, Lamboley test, Longitudinal Centre of Gravity
- * Centreboard slot. (Boat to be measured with one centreboard only).
- * Play at the mast bearings.
- * Arrangements to prevent the mast and rudder from becoming detached in a capsize.

Masts

Max 2 per boat. Weight, centre of gravity and black measurement bands.

Booms

Max. 2 per boat. Black measurement bands and limiting stop with the boom attached to the mast.

Rudders

Max. 2 per boat. Shape and thickness.

Centreboard

Max. 1 per boat. Maximum projection from the keel.

Sails

Max. 2 per boat. Sails should have been measured beforehand. If unmeasured sails are presented, the measurer may (a) postpone their measurement to avoid inconvenience to others; and (b) charge a fee.

Measurers should check measurements of three boats after each day's racing. Contraventions should be reported to the International Jury, who are requested to consult the Technical Committee or Executive representatives before reaching decisions.

All interchangeable gear, i.e. masts, booms, sails and rudders must be clearly marked as measured with waterproof material. All mechanical and electrical instruments, except magnetic compasses and watches are prohibited.

10. Equipment Inspector's Boat

There should be a separate rubber boat available for the IFA Chief Measurer at all times to enable him to check boats on the water anytime.

11. Skippers Meeting and debrief

A briefing meeting for the sailors should be held before the start of the practice race, or the first race if no practice race is scheduled. The Race Officer should be present. Sailing Instructions should be available well in advance so sailors can ask questions.

A daily debrief shall be organised by the PRO and Jury Chair, 30 minutes before the end of protest time.

12. The Course

Gold Cup only: The nearest land should be at least one mile away from any point of the course area. If at all possible, the entire course area should be at least two miles off high ground.

All major championships:

Total of 11 races

The 11 races will be sailed over 6 days (to be scheduled in conjunction with the local race committee, ie. taking into account the likely local weather conditions).

There will be two races scheduled per day for 5 days followed by a Medal race on day 6 and a final race. There will be a maximum of 3 races on any day but with only one race ahead of scheduled allowed.

Races should be approximately 75 minutes in duration, but target time can be lowered up to a minimum of 60 minutes when three races are scheduled.

One discard will be allowed, which will take effect once 5 races have been completed.

The triangular course will be sailed in winds over 15 knots (or when surfing conditions) with a windward/leeward/triangle, finish on the second reach (offset mark at top mark and gate at bottom); under 15 knots, the course will be a windward/leeward race with an offset mark at the top and a gate at the bottom (downwind finish).

On the last day of the Championship, the Medal Race (if a minimum of 5 races has been sailed) will be sailed separately by the top 10 placed sailors in the overall ranking using the Olympic format (short race, direct judging, not discardable). The rest of the fleet will sail 1 race on the last day (before or after the Final depending on weather condition) with normal scoring and judging. No sailors will be able to get into the top 10 after the last race even if the final results are less than a sailor ranked in the top 10 before the last race. (refer to Addendum Q)

The Race Committee must make every effort to see that the beats are straight upwind.

13. Marks of the Course

In poor visibility each mark of the course should be indicated by a boat lying off with a large spherical shape at least 10 feet above the water.

14. Course Direction

The Starting vessel should display the approximate magnetic compass bearing from the leeward mark to the windward mark in clear, large numbers.

15. Starting Procedure

The starting line must be of adequate length - approx. 1.25 x 4.5 m x no. of boats. It is recommended for regattas in which more than 60 boats compete that a range mark be placed in the centre of the starting line to assist competitors in judging the starting line.

There should be a Line Boat that repeats the following visual signals of the Starting Vessel: Codeflag X, 1st Substitute, Z-Flag, Black Flag.

16. Lead Boats

In poor visibility there should be a clearly identified lead boat going ahead of the fleet in the direction of the next mark throughout the race.

17. Minimal wind strength and time limit

No race shall be started in less than 5 knots of wind measured on the starting vessel at deck level. The time limit must be specified in the sailing instructions. If the wind drops to 5 knots during the race for at least 5 minutes, racing shall be abandoned.

18. Scoring

The Championship shall be awarded to the winner of a series of 10 plus the Medal race, of which 4 shall be completed to constitute a series. The Sailing Instructions shall state that the Low Point Scoring System be used, modified so that if 5 or more races are sailed, the result of each boat's worst race shall be discarded. They shall also state that in alteration of RRS A1.3 a DSQ under RRS 42 may be discarded.

19. Final Decisions

The final decisions on any matters not covered by the RRS and the Int. Jury shall rest with IFA.

20. Event communication

Website and communication plan (reports, photos, videos, youtube, facebook, twitter, tracking...) shall be organised in very close cooperation with the IFA office. The IFA will host the event website and will provide adequate space for organiser branding and event sponsors. Results: they shall integrate links to the sailors ISAF sailor ID.

Mark rounding diagrams shall be prepared for each race.

21. Rescue boats

There must be at least one rubber rescue boat per 20 competitors.

21. Socials

Official dinners (at least at the opening and closing ceremony) shall be free of charge for sailors and coaches. A mid-week casual party shall be organised free of charge for competitors.

22. Prizes

The Organizing Authority shall provide a first prize for each race, and one overall prize per six competitors entered. The prize giving ceremony should be held as soon as possible after the end of the last race.

Winner's trophies for the Silver Cup, Gold Cup and Europeans shall be looking as close as possible to the perpetual trophies (a trophy looking like the perpetual one for the sailor to keep)

23. IFA Annual General Meeting

The IFA Annual General Meeting shall be held during the Gold Cup and sometimes and depending on schedule, during the European Championship, at a date to be determined by the IFA Executive Director.

24. Competitors' Accommodation

Competitors' accommodation must be as close together as possible and every effort should be made for the accommodation to be within walking distance from the boat park. Campsites with special rates shall be organised and communicated on the website.

25. Accommodation and Transport for Class Officers and Race Officials

The Organizing Authority shall pay for transport, hotel and 50 Euros per day for the Class Measurer as well as the travel expenses, accommodation and meals for up to 4 IFA Executive officers, Class PRO when applicable and the International Jury.

IFA officials and race officials shall be accommodated as close to the venue as possible.

IFA officials and race officials shall be provided with adequate transportation to and from the venue.

26. Entry system for IFA official championships (Formerly Part D of Class Rules)

All competitors must be paid up members of an IFA recognized National Finn Association or direct members of IFA.

The Gold Cup and European Championship

The National Finn Association (NFA) must have paid the following dues:

Dues paid to IFA by NFA in current year:	Entries allowed
10 (= minimum per country)	1
30	2
50	3
70	4
90	5
110	6
160	7
210	8
260	9
310	10
360	11 ... etc.

In addition to any country's normal quota:

1. One "rookie" per country who has never sailed a Gold Cup or European Championship before;
2. The 10 top individual finishers of the previous Gold Cup (or European Championship, if applicable);
3. The National Finn Secretaries;
4. The former and present members of the IFA Executive Committee;
5. The Medallists of the previous Olympics.

Junior Finn Gold Cup and Junior Finn European Championships

To qualify for the Junior Finn Gold Cup and the Junior Finn Europeans, entrants must not have reached their 21st birthday prior to the 1st of January in the year of the Championship. The entry quota for the two IFA Junior Championships is based on the above numbers, except that the entries allowed may be increased by 2.

Example:

Dues paid to IFA by NFA in current year:	Entries allowed:
10	1 + 2 = 3
30	2 + 2 = 4 ... etc.