

470 CLASS CHAMPIONSHIP ORGANISATION MANUAL

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1. - PART 1 ACCORDING TO BY-LAWS 4.7.(ii)

**DEFINITION OF THE CHAMPIONSHIPS,
ELIGIBILITY OF THE COMPETITORS
AND CHOICE OF THE ORGANISERS**

ISAF rules and instructions always have precedence over the following provisions.

1 - 1. - General provisions

1 - 1.1 - The following International Class Championships are organised once a year:

- World Championships
- Continental or zone Championships
- Junior World Championships
- Junior European Championships
- Master's Cup

Names of these Championships may be associated with names of sponsors, subject to the prior approval of the Management Committee.

1 - 1.2 - The International 470 Class Association is officially represented at these Class Championships and related events by its President, or by a member of the Management Committee specially designated by the President in the case he is unavailable.

1 - 1.3 - Class Championship organisation shall comply with specific rules established under the responsibility of the Management Committee.

1 - 1.4 - For continental or zone Championships, except European Championships, the organisation of each championship is allocated to an Organising Authority (Yacht Club, National Authority, National 470 Class Association, ...) by common agreement between National Associations of the concerned continent or zone or group of zones and the Management Committee, taking into account the interests of the concerned nations and general harmonisation of the calendar.

1 - 1.5 - For World Championships, European Championships, Junior World Championships, Junior European Championships and Master's Cups, the organisation of each Championship is allocated by the General Assembly to an Organising Authority (Yacht Club, National Authority, National 470 Class Association, ...), according to bids received at least one month prior to the meeting and analysed by the Management Committee, during its ordinary meeting held at least twenty four months before the Championship for World and European Championships, or at least twelve months before the Championship for Junior Championships and Master's Cups. Bids are taken into consideration only if they are presented by a National 470 Class Association in good standing with the International 470 Class Association. They shall include proposals for location(s) and date(s), and all relevant information necessary to make a decision. Bidders shall guarantee and show evidence that no national

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law or regulation might prevent one or some National 470 Class Associations to take part in the Championship. European Championships and Junior European Championships can only be organised within the European continent.

- 1 - 1.6 -** To be eligible, competitors shall comply with the eligibility rules of the ISAF Regulation 19. In addition, each crew member of a competing boat shall be national or ordinarily resident of the nation where the National Authority the crew intends to represent is established. Only crews in good standing with the International 470 Class Association can participate. For the World Championships and the Continental and zone Championships, each crew member, and for the Junior Championships and the Master's Cups, at least one member of each crew, shall be member of a National 470 Class Association, affiliated to the National Authority, or of the International 470 Class Association where there is no National Association in the concerned country. Boats shall comply with the Class Rules and have a valid measurement form. The Management Committee is the entity in charge of taking final decisions about eligibility of crews and boats.
- 1 - 1.7 -** For Championships with restricted number of participants, each nation has the right to take part with one crew. The remaining places are allocated under the responsibility of the Management Committee, between National 470 Class Associations in good standing with the International 470 Class Association, according to the quota system specified by the Management Committee and based for 90% of the places on annual fees paid for the previous years by the concerned nations and for 10% of the places on results of previous International Class Championships.
- 1 - 1.8 –** For World and European Championships and for Junior Championships, participating crews in the Championships shall be designated by their National 470 Class Association, or by their National Authority where there is no National Association. To enter any Championship, competitors, or their National 470 Class Association, or their National Authority where there is no National Association, shall fill in the relevant "Request for Entry" and pay the corresponding entry fees according to the notice of race. The requests for entry and the entry fees are exclusively and individually collected by the International 470 Class Association via Internet (www.470.org). A request for entry becomes a valid pre-entry when the relevant National 470 Class Association, or the National Authority where there is no National Association, has confirmed that the corresponding crew has effectively been designated to take part in the Championship and meets the eligibility criteria. The International 470 Class Association publishes the list of pre-entries in each Championship on its website. Only crews mentioned on the pre-entry list may take part in the Championship, provided their pre-entry be confirmed on site.
- 1 - 1.9 –** To enter the Master's Cup and the other Championships, competitors shall follow the requirements of the corresponding notice of race.
- 1 - 1.10 -** After entry confirmation on site, replacement of one of the two members of a crew may be permitted once by the International Jury of the concerned Championship, upon submission of valid reasons. The new crew shall sail the remainder of the Championship. The previous crew remains the official one and shall have the benefit of the results of the new crew for the final classification of the Championship.

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1 - 2. - World Championships

1 - 2.1 - World Championships consist of two series of races organised at the same venue and dates:

- Men's World Championship for men crews,
- Women's World Championship for women crews.

1 - 2.2 - Format of these Championships shall conform to the regatta format specified by the Management Committee.

1 - 2.3 - The Men's World Championship is either open to all crews, or restricted to eighty crews by application of the quota system mentioned in 1.7, depending on specific agreements between the Management Committee and the Organising Authority. In case of restricted participation, the current World Champion plus the current Junior World Champion qualify automatically for supplementary places in the Championship. For the application of the quota system, the Management Committee shall inform National Associations six months before the Championship about preliminary quotas calculated on the basis of an expected participation of nations. National Associations shall inform the Management Committee at the latest five months before the Championship about the number of crews they would like to enter. According to these answers, the Management Committee shall issue the results of the final quota to concerned nations four months before the Championship.

1 - 2.4 - The Women's World Championship is open to all crews.

1 - 2.5 - The winning crew of the Men's World Championship is declared "470 Class Men's World Champion" until the next World Championship. The winning crew of the Women's World Championship is declared "470 Class Women's World Champion" until the next Women's World Championship. The International 470 Class Association awards gold, silver and bronze medals for the first three crews of each Championship.

1 - 3. - Continental or zone Championships

1 - 3.1 - In addition to European Championships, a Continental or zone Championship is organised for each Continent or zone or group of zones previously designated by the Management Committee.

1 - 3.2 - European Championships are organised for European nations, and for nations from the Mediterranean Basin having a National 470 Class Association. These Championships consist of two series of races organised at the same venue and dates:

- European Championship for men and mixed crews,
- Women's European Championship for women crews,

and are part of an international regatta open to all nations, hereinafter called the "Event", and following the same organisation as the European Championships.

The ranking lists for the Championships will be deducted from the ranking lists of the corresponding Events, by deleting the crews who are not originating from a European nation, or from a nation of the Mediterranean Basin having a National 470 Class Association.

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- 1 - **3.3** - Format of these Continental or zone Championships shall conform to the regatta format specified by the Management Committee.
- 1 - **3.4** - Depending on specific agreements between the Management Committee and the Organising Authority, the European Championship and the corresponding Event for men and mixed crews are either open to all crews, or restricted to one hundred and twenty boats by application of the quota system mentioned in 1.7, including a minimum of eighty boats from European nations and from nations of the Mediterranean Basin having a National 470 Class Association. In case of restricted participation, the current World Champion, the current European Champion, the current Junior World Champion and the current Junior European Champion qualify automatically within the one hundred and twenty places in the Championship. For the application of the quota system, the Management Committee shall inform National Associations four months before the Championship about preliminary quotas calculated on the basis of an expected participation of nations. National Associations shall inform the Management Committee at the latest three months before the Championship about the number of crews they would like to enter. According to these answers, the Management Committee shall issue the results of the final quota to concerned nations two months before the Championship.
- 1 - **3.5** - The Women's European Championship and the corresponding Event for women crews are open to all crews.
- 1 - **3.6** - The name of the Event linked with the European Championships shall be agreed between the International 470 Class Association and the Organising Authority on a case-by-case basis. This name may be contracted with a sponsor and include the sponsor's name.
- 1 - **3.7** - The first crew of a Continental or zone Championship originating from a nation included in the concerned Continent or zone or group of zones is declared "470 Class Champion" of the concerned Continent or zone or group of zones until the next Championship. In particular, for European Championships, the corresponding titles are "470 Class European Champion" for men and mixed crews, and "470 Class Women's European Champion" for women crews. For these European Championships, the International 470 Class Association awards gold, silver and bronze medals for the first three crews of each Championship. No title of champion shall be awarded to the winners of the Event.

1 - 4. - Junior World Championships

- 1 - **4.1** - The Junior World Championships consist of two series of races organised at the same venue and dates:
 - Junior World Championship for men and mixed crews,
 - Junior Women's World Championship for women crews,

provided at least 25 crews have entered in each Championship, otherwise the two Championships consist of one series of races grouping crews of all categories.

- 1 - **4.2** - Format of these Championships shall conform to the regatta format specified by the Management Committee.

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- 1 - **4.3** - The Championships are open to all crews provided that each member of the crew does not attain his or her 22nd birthday before the end of the year in which the Championships are sailed.
- 1 - **4.4** - The Organising Authority shall provide at least five competitive and reasonably priced charter boats.
- 1 - **4.5** - The winning crew of the Junior World Championship for men and mixed crews is declared "470 Class Junior World Champion" until the next Junior World Championship. The winning crew of the Junior Women's World Championship is declared "470 Class Junior Women's World Champion" until the next Junior Women's World Championship. The International 470 Class Association awards gold, silver and bronze medals for the first three crews of each Championship.

1 - 5. - Junior European Championships

- 1 - **5.1** - The Junior European Championships are organised for European nations, and for nations from the Mediterranean Basin having a National 470 Class Association, and are part of an international regatta open to all nations, hereinafter called the "Event", following the same organisation as the Junior European Championships. The Championships consist of two series of races organised at the same venue and dates:

- Junior European Championship for men and mixed crews,
- Junior Women's European Championship for women crews,

provided at least 25 crews of each category (men-mixed, women) have entered in the Event, otherwise the two Championships and the Event consist of one series of races grouping crews of all categories.

- 1 - **5.2** - Format of these Championships and of the Event shall conform to the regatta format specified by the Management Committee.
- 1 - **5.3** - The Championships and the Event are open to all crews, provided that each member of the crew does not attain his or her 22nd birthday before the end of the year in which the Championships and the Event are sailed.
- 1 - **5.4** – When two series of races have been organised, the ranking lists for the Championships are deducted from the ranking lists of the Event, by deleting the crews who are not originating from a European nation, or from a nation of the Mediterranean Basin having a National 470 Class Association. When one series of races only has been organised, the ranking lists for the Championships are deducted from the overall ranking list of the Event, by deleting the crews who are not originating from a European nation, or from a nation of the Mediterranean Basin having a National 470 Class Association, and by deleting the crews who are not of the relevant category.
- 1 - **5.5** - The winning crew of the Junior European Championship for men and mixed crews is declared "470 Class Junior European Champion" until the next Junior European Championship. The winning crew of the Junior Women's European Championship for men and mixed crews is declared "470 Class Junior Women's European Champion" until the next Junior European Championship. The International 470 Class Association awards gold, silver and bronze medals for the first three crews of each Championship.

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- 1 - **5.6** - The name of the Event linked with the Junior European Championship shall be agreed between the International 470 Class Association and the Organising Authority on a case-by-case basis. This name may be contracted with a sponsor and include the sponsor's name.

1 - 6. - Master's Cup

- 1 - **6.1** - The Master's Cup consists of one series of races grouping crews of all categories.

- 1 - **6.2** - An attractive format for this Cup shall be proposed by the Organising Authority to the Management Committee for approval before issuing the notice of race.

- 1 - **6.3** - The Cup is open to three categories of crews, defined as follows:

- Apprentice Masters: the helmsperson of the boat has attained his or her 30th birthday and the addition of the ages of the two members is more than sixty years before the end of the year in which the Cup is sailed.
- Masters: the helmsperson of the boat has attained his or her 35th birthday and the addition of the ages of the two members is more than seventy years before the end of the year in which the Cup is sailed.
- Grandmasters: the helmsperson of the boat has attained his or her 50th birthday and the addition of the ages of the two members is more than one hundred years before the end of the year in which the Cup is sailed.

- 1 - **6.4** - The International 470 Class Association awards medals for the first crew of the Cup in each category.

1 - 7. - Responsibility of the Management Committee

The Management Committee is responsible for carrying out these provisions, part of the "Administration by-laws".

The Management Committee has power to make exceptions to these regulations and to take urgent measures in the event of unexpected default by any Organising Authority.

2. - GENERAL ORGANISATION RULES AND RECOMMENDATIONS

The organisation of the International 470 Class Championships shall follow the Part 1 of this Manual, the following rules and recommendations, and related documents included in other parts of the "470 Class Championship Organisation Manual".

2 - 1. - General provisions applicable to each Championship

2 - 1.1 - The Championship shall be sailed on a sea or on a lake.

One race area needs approximately two nautical miles of diameter. For World Championships and European Championships, two race areas shall be organised. For other Championships, one race area only is needed.

For all Championships, one additional race area shall be organised on the last day for the Medal race of the Gold fleet(s). This additional race area needs a maximum of 0,8 nautical miles of diameter and shall be as close as possible to sea/lake shore.

2 - 1.2 - Championship financing is totally under the responsibility of the Organising Authority. The budget shall include all organisation expenses, including preparatory meetings with the International 470 Class Association, if any, and travel, accommodation and food expenses, based on the ISAF requirements, of different Committee members involved in the organisation and coming from foreign countries, including Jury members, the Regatta Chief Measurer (and her/his deputy for World and European Championships), the Principal Race Officer and the 470 Class Course representative(s), as well as one International 470 Class Association representative and one 470 Class press officer appointed by the International 470 Class Association. The Organising Authority shall arrange an airport/railways station to venue and return transfer facility for all the above people. The budget may be covered by subsidies, sponsor contracts, entry fees paid by competitors and any other legal means.

Sponsor contracts in the frame of the organisation require prior approval by the International 470 Class Association. Names of sponsors, if any, may be associated with the official name of the Championship or with the name of the Event linked to the European Championships and Junior European Championships, submitted to prior approval by the International 470 Class Association. Sponsorship fees linked to the name of the Championship or of the Event shall be shared between the Organising Authority and the International 470 Class Association, to be agreed on a case-by-case basis. Individual or collective prizes may be granted to competitors, submitted to prior approval by the International 470 Class Association. Challenge trophies periodically placed into the competition are excluded.

The media rights for the Championships belong to ISAF who licenses the rights to the International 470 Class Association. TV rights revenues, if any, shall be shared between the Organising Authority and the International 470 Class Association, to be agreed on a case-by-case basis.

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The entry fee amounts are jointly agreed between the Organising Authority and the International 470 Class Association. The Organising Authority shall try to minimise this amount as far as possible. For World Championships and for European Championships, the entry fees shall not be higher than 300 Euro per boat, 200 Euro being available for the Organising Authority and 100 Euro being available for the International 470 Class Association, and 75 Euro per person for coaches, team leaders and representatives of participating nations, 100% being available for the Organising Authority. For Junior Championships, the entry fees shall not be higher than an equivalent of 200 Euro per boat, 175 Euro being available for the Organising Authority and 25 Euro being available for the International 470 Class Association, and 50 Euro per person for coaches, team leaders and representatives of participating nations, 100% being available for the Organising Authority. For Master's Cups, the entry fees shall not be higher than an equivalent of 150 Euro per boat, 100% being available for the Organising Authority. These entry fees shall include all collective services to be normally provided for the organisation, such as social events, car park, boat park, places for coach boats in the harbour, water hoses, toilets and showers, rubbish collection. Additional individual services such as equipment repairs, restaurant and bar may be charged separately.

For World and European Championships and for Junior Championships, the entry fee is increased by 100 Euro and 40 Euro respectively, 100% being available for the International 470 Class Association, if the entry form is sent, and/or the payment of the corresponding entry fee is made, after the deadline shown on the Notice of Race but within 15 days of the start of the Championship. Entries received within 14 days of the start of the Championship may be accepted only at the discretion of the International 470 Class Association, whose decision shall be final.

For Master's Cups the entry fee may be increased by the Organising Authority by 50 Euro, 100% being available for the Organising Authority, if the entry form is sent, and/or the payment of the corresponding entry fee is made, after the deadline shown on the Notice of Race but within 15 days of the start of the Cup. Entries received within 14 days of the start of the Cup may be accepted only at the discretion of the Organising Authority, whose decision shall be final.

Entries will be accepted only on receipt of full entry fee payment.

- 2 - **1.3** – The International 470 Class Association grants to the Organising Authority the right to produce specific merchandise (e.g. T-Shirts, Shorts, Memento's), related to the Championship and event. These rights are granted on the undertaking and agreement of the Organising Authority to provide to the International 470 Class Association a payment equal to 10% of the total gross sales value (ex VAT) of the merchandise made on the occasion of the Championship and event. This payment shall be provided to the International 470 Class Association no later than 7 days following the end of the Championship and event together with a breakdown of daily sales values. Should the Organising Authority decide not to exercise this right, the International 470 Class Association shall retain the sole event merchandising right. In any case, the International 470 Class Association keeps alone the right to produce and sell 470 Class merchandise on site. The Organising Authority shall provide appropriate spaces and facilities within the regatta site to be used by the International 470 Class Association for the sale of merchandise.
- 2 - **1.4** - All relationships with the National Authority of the organising nation are under the responsibility of the Organising Authority, which shall have an official agreement from its National Authority to organise the Championship.
- 2 - **1.5** - The Championship shall follow the document related to Regatta Format and Course Types (Part 3 of this Manual). The programme shall include seven days of races, as detailed in the document related to Regatta Format. According to the number of competitors, a period of two or three days shall

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be scheduled for entry confirmation and measurement prior to race days. The Organising Authority shall adapt the Standard Notice of Race, the Standard Sailing Instructions and the Standard Documents to be posted and/or distributed (Part 6, 7 and 8 of this Manual respectively) to site and local conditions. The adaptations shall be submitted for approval to the International 470 Class Association. In addition to the adapted content of the Standard Notice of Race, the notice of race shall include relevant information related to accommodation, and to transportation and to custom clearances for boats coming from overseas, that the Organising Authority has to make as easy as possible. The notice of race shall also include information related to any local fees to be paid or local requirements applicable to coaches and team leaders, if any. For the Junior World Championship, the notice of race shall also include the details for chartering at least five competitive and reasonably priced boats.

- 2 - **1.6** - The notice of race shall be sent by the Organising Authority at least via e-mail to the ISAF, to the Management Committee members of the International 470 Class Association and to the relevant National Authorities and National Associations (with an appropriate number of copies corresponding to the quota estimation carried out by the International 470 Class Association when sent by courier). English speaking people should be available to answer on phone numbers mentioned by the Organising Authority in the notice of race.
- 2 - **1.7** - To avoid any late change in the sailing instructions coming from the Race Officials appointed for the Championship just before the first race, the draft sailing instructions, as soon as approved by the International 470 Class Association and at the latest three months prior to the Championship, shall be sent for comments by the Race Manager (Principal Race Officer or Race Officer) to the Chairman of the International Jury, to the Regatta Chief Measurer, to the Race Officer(s) and to the 470 Class Course representative(s). The document related to Technical Committees (refer to attachment 1 to Standard Documents to be posted and/or distributed – Part 8 of this Manual) shall be distributed at the same time to the same persons. Comments received by the Race Manager shall be considered with the International 470 Class Association and answers provided. The final version of the sailing instructions shall be sent to the same persons one month prior to the Championship and may be published on the Website of the Championship as “Preliminary Sailing Instructions”.
- 2 - **1.8** - When the Championship has a restricted number of participants, allocation of places between participating nations is defined by the International 470 Class Association following the document related to Quota System (Part 5 of this Manual). Designation of participating crews is under the responsibility of each nation which may change some names up to the day before the first day of entry confirmation and measurement, provided that the number of entries remains the same.
- 2 - **1.9** - For World Championships, for European Championships and for Junior Championships the entries and the entry fees shall be received by the International 470 Class Association, which will pay the relevant share of entry fees to the Organising Authority by the end of the Championship. For the Master’s Cup and other Championships the entries and the entry fees shall be received by the Organising Authority. The entries shall only be accepted if they come from eligible competitors designated by their National Associations, or their National Authorities for nations without National Association, and if their number complies with the allocated number of places for a Championship with restricted participation. The Management Committee of the International 470 Class Association is the entity in charge of making final decisions about eligibility of crews and boats. According to R.R.S. N2.2, the Organising Authority shall direct the International Jury that it is not empowered to decide those questions of eligibility.

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- 2 - **1.10** - Official opening of the Championship shall be declared by the representative of the International 470 Class Association during the opening ceremony taking place before the first race. The opening ceremony shall include at least a clear presentation of each national team, using relevant national flags and anthems. Speeches of officials and sponsors should be limited in term of number as well as in term of total time. The opening ceremony should end with a cocktail party.
- 2 - **1.11** - The full results of the Championship shall be declared and the titles, medals and prizes awarded not less than two hours and not more than twenty-four hours after the end of the last race, at the occasion of the closing ceremony. The titles, medals and prizes shall be awarded during the closing ceremony, using the national flags of the first three crews and the anthem(s) of the winner(s). Speeches of officials and sponsors should be limited in term of number as well as in term of total time. The closing ceremony should end with a cocktail party.
- 2 - **1.12** – The International 470 Class Association will provide medals for the first three crews of each Championship in each category. The Organising Authority shall award cups or trophies to the first crews in Silver and subsequent fleets and, for the European Championships and the Junior European Championships, to the first three crews of the Event linked with these Championships. The Organising Authority should provide each competitor with a memento of the Championship.
- 2 - **1.13** – In addition to the opening and to the closing ceremonies, at least two social events including free food for competitors (or three “pasta nights” for Junior Championships) shall be organised during the Championship, free of charge for all competitors.
- 2 - **1.14** – The Organising Authority shall make the best efforts to organise ashore a so-called “sailing festival” (music, entertainments, exhibitions, social activities, ...) aimed at improving conviviality between sailors, coaches and officials and at making the Championship attractive for the surrounding public.
- 2 - **1.15** - During the two weeks following the end of the last race, a file comprising sailing instructions and their alterations, if any, decisions of the International Jury, list of participants in each fleet, final results of each race and the final official ranking lists shall be sent to the International 470 Class Association for approval and Championships records.

2 - 2. - Relationships between the Organising Authority and the Association

- 2 - **2.1** - The Organising Authority is chosen by the International 470 Class Association according to the rules included in the Part 1 of this Manual.
- 2 - **2.2** - The Organising Authority shall designate an Organising Committee for the preparation and the supervision of the Championship. This Committee shall include representatives of the National 470 Class Association, if any. One person of the Organising Committee shall be specifically designated as the central point of contact for relationships with the International 470 Class Association. The International 470 Class Association shall identify its designated person of contact.
- 2 - **2.3** - For the World Championships, the European Championships, the Junior Championships and the Master’s Cup, an agreement shall be signed between the Organising Authority and the International 470 Class Association within three months after designation of the Organising Authority. This agreement includes parts and articles of the Class Championship Organisation Manual to be applied,

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and amendments, if any, as well as precisions to be included, such as the entry fee amount, sharing of sponsorship fees and TV rights and specific programme. The agreement shall also include the composition of the Organising Committee and a preliminary budget.

2 - 3. - Technical Committees

2 - 3.1 – Generalities

In accordance with ISAF Rules and Regulations, all technical matters related to the Championships are delegated by the Organising Authority to technical committees fully in charge of managing all technical aspects of the regattas and aimed at ensuring fair final results.

These technical committees are namely:

- the International Jury (the Protest Committee as per R.R.S. 91), headed by its Chairman
- the Race Management Team (the Race Committee as per R.R.S. 90.1), headed by the Race Manager (Principal Race Officer, if any, or Race Officer), consisting of:
 - the Measurement Committee, headed by the Regatta Chief Measurer,
 - the on-the-water Race Committee(s), including the Safety Committee, headed by the Race Officer(s),
 - the Race Office.

For World and European Championships, with two course areas, the Race Manager is the Principal Race Officer (PRO). For other Championships (Continental except European, Juniors, Masters), with one course area, the Race Manager is the Race Officer chairing the Race Committee, unless the International 470 Class Association requests to appoint a Principal Race Officer.

The International 470 Class Association will appoint two 470 Class “Course representatives” for the World and European Championships (one per race area) and one for the Junior Championships. The Course Representative(s) shall be considered as member(s) of the Race Management Team.

2 - 3.2 - International Jury

The International Jury shall comply with the terms of the ISAF Racing Rules of Sailing (R.R.S.) and ISAF Regulations and shall include from six to ten members in order to have a minimum of one jury boat (with two judges on board) per fleet, according to the following criteria:

- for the World Championships and the Junior World Championships: at least 2 members from other Continents than the hosting Continent, at least 2 members from other parts of the Continent of the hosting country, at least 2 members from the hosting country;
- for the European Championships and the Junior European Championships: at least 4 members from other parts of the Continent of the hosting country, at least 2 members from the hosting country.

For the World Championships, the Jury members are appointed or approved by ISAF following International 470 Class Association proposals. For the European and Junior Championships, the Jury members are appointed by the International 470 Class Association. The Organising Authority may propose names of International or National Judges to take part in the International Jury to the International 470 Class Association.

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The Chairman of the International Jury will be chosen among those members who are not from the country of the Organising Authority. The Organising Authority shall ask and get the approval of its National Authority for International Jury decisions to be final.

For the Master's Cup and other Championships, an International Jury is not mandatory but at least the Chairman of the Jury shall be an International Judge. Jury members are appointed by the Organising Authority, subject to International 470 Class approval.

The Organising Authority shall designate an official Secretary devoted to the International Jury, in charge of collecting the protest forms after races from competitors, and of issuing, distributing and posting on the official notice board the official decisions of the International Jury.

2 - 3.3 – Race Manager

The Race Management Team is led by the Race Manager.

The Race Manager is either the Principal Race Officer (World and European Championships), or the Race Officer (other Championships), unless otherwise agreed or requested by the International 470 Class Association.

The Race Manager shall be an International Race Officer. He will be appointed by the Organising Authority after approval of the International 470 Class Association. The International 470 Class Association may propose names of International Race Officers.

2 - 3.4 - Measurement Committee

The Measurement Committee is responsible for measurement inspections before and after races.

For the World Championships, the chairman of the Measurement Committee and her/his deputy are appointed or approved by ISAF following International 470 Class Association proposals. For the European Championships, the chairman of the Measurement Committee and her/his deputy are appointed by the International 470 Class Association. For the Junior Championships, the chairman of the Measurement Committee is appointed by the International 470 Class Association.

The chairman of the Measurement Committee (the Regatta Chief Measurer) and her/his deputy (for World and European Championships) shall be 470 Class International Measurers.

Measurement inspections shall be conducted according to the Measurement Regulations. In order to proceed to the pre-race measurement inspections, the Organising Authority shall designate Measurement Committee members consisting of a minimum of ten people, preferably already experienced in boat measuring, including one Secretary. Two out of these ten people will help the Regatta Chief Measurer to manage post-race measurement inspections. The others may also be part of the on-the-water Race Committee or of the Safety Committee.

2 - 3.5 – “On-the-water” Race Committee(s)

The on-the-water Race Committee(s) is(are) responsible for the management of the races.

For World, European and Junior Championships, its(their) President(s) (the Race Officer(s)) shall be International Race Officer(s), if he(they) also act(s) as Race Manager(s), i.e. when no Principal Race Officer is appointed to manage the Race Management Team. The Race Officer(s) shall be approved by

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the International 470 Class Association following Organising Authority proposal. The Organising Authority shall provide information about his (their) experience in such a role.

For the Master's Cup and other Championships, the Race Officer is appointed by the Organising Authority, subject to prior approval by the International 470 Class.

The members of the Race Committee(s) are appointed by the Organising Authority. They shall form a homogeneous team having previously operated in regattas of the same importance (in terms of level and in terms of number of competitors) and with one-design fleets. They shall be familiar with the racing area. The Race Officer assistants in charge of the starting and finishing line should be well experienced.

2 - 3.6 – Race Office

The Race Office is in charge of organising interfaces between competitors and race officials, and managing all matters related to entries and results. Its members are appointed by the Organising Authority. Their number and/or availability shall be commonly defined between the Organising Authority and the International 470 Class Association on a case-by-case basis, depending on the number of competitors, on the equipment available, ... A minimum of three persons when competitors are ashore, one when competitors are on the water, shall be permanently in charge of welcoming competitors coming to the Race Office, and of posting notices on the official notice board.

2 - 3.7 – 470 Class Course representative

The International 470 Class Association will appoint two "Course representatives" for the World and European Championships (one per race area) and one for the Junior Championships (subject to ISAF approval for the World Championships) to follow the good implementation of the Manual during the Championship. The Organising Authority, including Technical Committees, shall work in close co-operation with the 470 Class Course representative(s). They shall invite him(them) to take part in all discussions related to the general organisation and to the application or modifications of the sailing instructions, and to go on board the Race Committee boat(s) during races. The Organising Authority, including Technical Committees, shall take into consideration all advices and recommendations given by the 470 Class Course representative(s).

More specifically, the Course Representative(s) shall be considered as member(s) of the Race Management Team. When a Course Representative is on board of the Race Committee boat, the Race Officer shall not take action in relation to any of the following matters without the approval of the Course Representative:

- (a) Postponement (R.R.S. 27.3);
- (b) Course configuration and race duration;
- (c) Whether a starting line be moved or adjusted (R.R.S. 27.2);
- (d) Starting line decisions (OCS and recalls (R.R.S. 29), starting penalties (R.R.S. 30));
- (e) Changing Course/moving marks - adjusting the course to a new wind strength or direction (R.R.S. 33);
- (f) Shortening Course (R.R.S. 32);
- (g) Abandoning (R.R.S. 27.3, 32 and 35);
- (h) Decision to sail a third race a day (Sailing Instructions);
- (i) Application of Class Rule C.1.1(a) amending R.R.S. 42.

The Course Representative may initiate action in relation to these matters, in which case the Race Officer will be governed by the Course Representative's decision. The Course Representative may

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also initiate action if he/she is of opinion that the racing is not conducted according to the rules or 470 Class policy, or for any other reason directly affecting the safety or fairness of the Championship.

2 - 3.8 - Roles and responsibilities of the Technical Committees

Respective roles and responsibilities of the International Jury and of the Race Management Team and its Committees (Measurement Committee and on-the-water Race Committee(s)) are regulated by the ISAF Racing Rules Sailing (R.R.S.) and the following principles.

According to R.R.S. Appendix N, the International Jury is responsible for hearing and deciding all protests, requests for redress and other matters arising under R.R.S. Part 5, including reports coming from the Race Management Team. For protests relating to application of the Class Rules, the International Jury shall hear the Regatta Chief Measurer before reaching its decision. The International Jury is not empowered to decide questions of eligibility of crews, and thus shall hear the representative of the International 470 Class Association about her/his eligibility before authorizing the substitution of a competitor according to the sailing instructions. Questions of measurement or boat certificates and substitutions of boats, sails or equipment are under the responsibility of the Measurement Committee which may decide to report infringements to the Race Manager in order to protest the concerned boats, for hearings and decisions by the International Jury. The International Jury is also in charge of direct "on-the-water" judging for application of R.R.S. 42, when applied, and of on-the-water umpiring for the Medal race of the Gold fleet. Unless authorised or asked by the Race Manager, the International Jury shall avoid giving recommendations to the on-the-water Race Committee, especially when a race is in progress.

The Race Management Team covers all roles and responsibilities dedicated to the so-called "race committee" in the R.R.S., mainly Rule 90. The Race Manager manages and supervises all technical aspects of the regattas which are not specifically dedicated to the International Jury, i.e. measurement inspections, race management and scoring, in close cooperation with the Organising Committee and the International Jury. The Race Manager may receive comments or information from the Organising Committee or from the International Jury, including during races. More specifically:

- The Measurement Committee is in charge of keeping compliance with the Class Rules under supervision. Its role is to manage measurement inspections before the first race and then inspections at random or on request from the International Jury or from the Race Management Team after each race. The Measurement Committee is also in charge of managing applications from competitors related to any repair or replacement of pieces of equipment on boats following damages, according to the Class Rules, provided that the sail numbers remain the same or that sail number changes are accepted by the Race Manager. According to R.R.S. 78.3, Class Rules infringements are reported by the Regatta Chief Measurer to the Race Manager in order to possibly protest the concerned boats, for hearings and decisions by the International Jury.
- The on-the-water Race Committee is in charge of conducting the races and represents the highest authority on the race area in regards to race management. Its role is to carry out races according to the "rules" as defined in R.R.S., as well as to decide postponement or abandonment of races. "Rules" infringements while racing are reported by the Race Officer(s) to the Race Manager then to the International Jury, except that decisions without a hearing under R.R.S. 30 and A5 are under the responsibility of the Race Committee. The Race Committee may only receive comments or information from the Race Manager or from the 470 Class Course representative, including during races.

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2 - 3.9 – Changes to the sailing instructions

Sailing instructions are issued and approved by the Race Officials before the Championship under the responsibility of the Organising Authority (refer to 1.7 here above).

From the first day of pre-measurement inspections, any changes to the sailing instructions during the Championship shall be agreed by both the Race Manager and the 470 Class Course Representative(s) and signed by the Race Manager before official posting. The following rules apply:

- changes to the time schedule of races, as far as they remain within the general regatta programme and format provided by the notice of race, are under the responsibility of the Race Officer(s),
- changes to the measurement regulations, as far as they remain within the general regatta programme and format provided by the notice of race, are under the responsibility of the Regatta Chief Measurer,
- any other changes, including proposals coming from the International Jury, shall be jointly agreed on by the International Jury Chairman, the Race Manager, and the 470 Class Course representative.

Before signing and posting any change, the Race Manager shall check the consistency of such change with the general regatta organisation under the responsibility of the Organising Committee (e.g. for need of new equipment or facilities or for links between race schedule and social event programme).

2 - 4. - Recommendations and explanations for application of the sailing instructions

2 - 4.1 - Instructions coming from specific Class Rules

- According to the Introduction to Class Rules, the 470 is a dinghy "for a crew of two", without distinction between helmsman and the other member. As a consequence, replacement of one of the two members of a crew may be permitted once by the International Jury of the Championship, upon submission of valid reasons. The new crew shall sail the remainder of the Championship. The previous crew remains the official one and shall have the benefit of the results of the new crew for the final classification of the Championship.
- According to Class Rules C.8.2(a), C.11.1(a) and C.17.2(b), only one set of sails, one mast, one boom, one centreboard, one rudder and one spinnaker boom per boat shall be used during an event, except when an item has been lost or damaged beyond repair. It is understood that the qualifying races and the final races (including the Medal race) are to be considered as one event for the application of these Class Rules. Changes may be authorised, in cases of authentic damage or loss, under the responsibility of the Measurement Committee, after inspection of new equipment. For the application of these Class Rules, the first equipment inspected during the measurement process before races shall be stamped with ink insoluble in water, as well as new authorised equipment.
- According to Class Rule C.1.1(a) and Racing Rule P5, if the average wind speed is above 8 knots, the Race Committee may display flag O with the warning signal to signal that pumping, rocking and ooching are allowed after the starting signal. After the starting signal, if the average wind speed is above 8 knots, the Race Committee may display flag O with repetitive sounds at any rounding mark to signal that pumping, rocking and ooching are allowed. This rule applies to a boat after she has passed the mark. If the Race Committee

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has acted under Class Rule C.1.1(a) and the average wind speed becomes less than 8 knots, the Race Committee may display flag R with repetitive sounds at any rounding mark to signal that RRS 42 applies. This rule applies to a boat after she has passed the mark.

2 - 4.2 - Starting procedure

Starting line: the starting line shall be about six times in metres the number of boats long. The starting marks (boats and/or buoys) shall be firmly moored.

Starting system: the starting system described under R.R.S. 26 shall be used. Flag P should be used at the first attempt. Flag Z should not be used as preparatory signal. The "Black flag" rule (R.R.S. 30.3) should be applied by the Race Committee immediately after the first general recall caused by competitors' behaviour (i.e. not due to a badly oriented starting line or to shifting wind or other incident coming from the Race Committee).

Recalls:

- As far as possible, general recalls should be avoided and individual recalls favoured, provided that the Race Committee is sure to have noted all boats started prematurely. Video or other systems may be used by the Race Committee on both ends of the starting line to help the Race Officer's decisions. When bow numbers are used by the Organising Committee for identification of the boats, whatever the reason, the Race Committee should nevertheless rely mainly on sail numbers to identify premature starts.
- In order to save time before the next starting procedure in case of general recall, an attendant boat should display the flag First Substitute and cross in front of the fleet. To avoid any discrepancies between the decision of the Race Committee and the operation of this boat, such a boat should be close to the Race Committee signal boat and start crossing in front of the fleet with the flag First Substitute after having seen this flag displayed by the Race Committee signal boat.
- The Race Committee shall make the best efforts to hail individually the boats which have failed to start correctly under R.R.S. 30.3 (BFD) at the first mark, or in any case as far as practicable after the first mark, by using the flag X procedure as suggested in R.R.S. Appendix LE. The list of boats having failed to start correctly under R.R.S. 29.1 (OCS) shall be posted on the Race Committee boat at the finishing line.

"Attention" signal before the warning signal: the orange flag that R.R.S. Appendix L or LE suggests to use as "attention" signal at least four minutes before a warning signal is displayed shall be used. In addition, competitors' attention is drawn that a warning signal will be displayed soon, by one of the following signals:

- in case of second or third race of a day, the flag L is displayed on the finishing line (to inform competitors that a new race will be sailed soon),
- when several fleets use the same course, the warning signal of a subsequent fleet will be displayed one minute at least after the starting signal of the previous fleet (*),
- in case of postponement, the flag AP is lowered one minute before the warning signal.

(*) this leads to a six-minute interval minimum between warning signals of two consecutive fleets; the Race Officer may extend this interval if she/he considers that the starting line will not be clear enough for the second starting procedure, or that this interval may lead to mix the two fleets at mark 1, depending on weather conditions.

Order of starts and types of course: for all races except the Medal race for the top ten boats of the Gold fleet, there are two types of course (Olympic trapezoid), the outer-loop course and the inner-loop

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course. On one race area with several fleets, in order to avoid or minimise fleet mixing, the first fleet to start shall sail an outer-loop course, the second shall sail an inner-loop course, and the third fleet should sail an inner-loop course too, if its start is not postponed. It is up to the Race Committee to decide the order of starts for fleets. The Race Officer should change the order of the fleets to start between races to give to each fleet the opportunity to sail the two types of trapezoid courses, provided that this does not lead a fleet waiting for too long time before its next start. On the last racing day, it is expected that the Race Committee organises a windward-leeward course for the Medal race for the top ten of the Gold fleet, and a trapezoid course for the final races of the rest of the Gold fleet and the other fleet(s) on two different race areas (the one for the windward-leeward course being as close as possible to the seashore), and at two different times, in order all competitors, but the top ten, may see the Medal race as spectators.

2 - 4.3 – The courses

2 - 4.3.1 – Trapezoid course

Course shape: the course shape has normally angles between legs of 60° and 120° and all windward and leeward legs of identical length, except the first leg between the starting line and the mark 1 which may be up to 1,3 times the leg length. The leg length shall be chosen by the Race Committee to have an expected duration of race for the leading boat of 60 minutes, depending on weather and sea conditions. This leg length should be between 0,7 NM for light winds up to 1,2 NM for strong winds and flat water. The length of the first reach leg should be around 0,7-0,8 NM and the one of the last reach leg to finish should be around 0,4 NM, whatever the wind speed is. The values of the angles between the legs may need to be slightly adapted to weather and local conditions (wind, waves, current) to allow for use of spinnaker on reaches. Some local conditions (shape of the sailing area) may impose to modify the shape of the course. Such adaptations shall be discussed and agreed before the Championship between the International 470 Class Association and the Organizing Authority.

Change of course after the start: the course may be changed after the start in the case of a substantial wind shift according to R.R.S. 33, paying attention that such change would be difficult to manage due to the short legs of the courses and due to several fleets on the same race area. As a consequence, the Race Committee should abandon the race for a wind shift exceeding thirty degrees when it is not possible to change the course and when it affects the fairness of the race.

Shortened course: in the case of very light winds, and in order to ensure a race of sixty minutes long for the leading boat without having very short course legs leading to problems at the first mark, the Race Committee may decide to shorten the course at any mark, according to R.R.S. 32.2 (a) or (c). This possibility may be used also in the case of too long legs supposed to lead to an expired time limit due to wind speed slowing down during the race. Shortening a course shall be used by the Race Committee only when it is absolutely necessary to have the race validated to end a phase of the Championship, or to validate the results of the Championship.

2 - 4.3.2 – Windward-leeward course

Course shape: the length between marks and the number of loops shall be chosen by the Race Committee to have an expected duration of race for the leading boat of 30 minutes, depending on weather and sea conditions. The length should be between 0,4 NM for light winds up to 0,7 NM for strong winds and flat water, and the number of loops should be either 2 or 3. The length of the reach before the finishing line shall be around 0,2 NM.

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Change of course after the start: the course may be changed after the start in the case of a substantial wind shift.

Shortened course: the course cannot be shortened.

2 - 4.4 – Number of races per day

At least one race shall be organised every day. The normal programme of races does not need to sail more than two races per day and per fleet.

However, the Race Committee may exceptionally decide to start a third race. This possibility shall be used only when weather conditions are good to do so, i.e. neither too strong nor too light winds, and only in the following conditions:

- either to catch up one missing race compared to the average of two races a day,
- or to anticipate one race (and only one) compared to this average, in case the weather forecasts may lead the Race Committee to consider that it would probably be impossible to sail two races a day the following days.

2 - 4.5 - Application of R.R.S. 42 (Propulsion)

A direct "on-the-water" judging rule is provided in the Standard Sailing Instructions, with application of R.R.S. Appendix P, enabling the International Jury to save time ashore. The suggestion made by R.R.S. Appendix L/LE not to apply R.R.S. P2.3 at the third infringement is not retained, even for Junior Championships.

R.R.S. 42 is altered by Class Rule C.1.1(a) (refer to 4.1 third paragraph here above).

2 - 4.6 - Finishing line

The finishing line will be perpendicular to the last leg of the course. The finishing line shall be short and no longer than 50 metres. The finishing marks (boat(s) and/or buoy(s)) should be firmly moored, or, if not possible, maintained in fixed position.

An attendant boat should be located close to the buoy, on the other side of the finishing line compared to the Race Committee boat, in order to double-check the arrival.

2 - 4.7 – Wind strength limits

The Class Rules or the standard sailing instructions does not contain any provision dealing with wind strength values or limits, which means that deciding to start and complete a race or to postpone or to abandon it according to the wind strength is under the sole responsibility of the Race Committee.

However, the Race Committee should not give any start if the wind strength is below 4 knots for a five-minute period and should abandon the race if the wind strength is below 3 knots for a fifteen-minute period. The average wind strength shall be measured at the deck level of the Race Committee Signal boat and of the Race Committee boat at the windward mark. The values of 4 knots and 3 knots shall be adapted to the local conditions as height and shape of waves and current strength.

2 - 5. - Technical equipment needed on the race area

2 - 5.1 - Marks

Four course marks, including two gates, are needed. They shall consist of six identical brightly coloured large buoys in order to be visible from a distance of 1,5 nautical miles in clear visibility. The finishing mark, and the starting mark, if any, may be smaller buoys.

2 - 5.2 - Organisation boats

The following boats shall be available on each race area:

- for the Race Committee, a minimum of seven boats is necessary: one Race Committee vessel, one starting mark boat, used also for mark n° 4, three mark boats for marks n° 1, 2 and 3, one finishing mark boat, and one fast boat to lay the marks and change the course between the daily races if needed. Double-checking on the finishing line may be organised from one of the mark boats or an additional boat;
- for safety, a minimum of rescue boats complying with the regulations of the hosting country. This number shall be increased if needed according to local conditions, under the responsibility of the Organising Authority. Operators of these rescue boats shall be trained for this task. Preferably some, if not all, of these boats should be rubber boats;
- the International Jury shall have at its disposal small boats (ribs of at least five-metre long) (one boat for two Jury members);
- the Regatta Chief Measurer shall have at his/her disposal one rubber boat;
- the Race Manager shall have at his/her disposal one fast boat;
- the International 470 Class representative shall have at his/her disposal one fast boat;
- at least one boat shall be devoted to Officials (ISAF, 470 Class or National Authority representatives);
- at least one boat shall be devoted to Media (including the 470 Class press officer, if any).

The Organising Authority shall provide each competitor with the possibility of having his spare parts available on the race area if he has neither coach nor support boat.

Depending on local conditions, the Organising Authority shall consider the opportunity to have boats for coaches, supporters and spectators.

2 - 5.3 - Other features

Radio communications shall be available between all organisation boats and the Race Office ashore.

Code flags to be used according to sailing instructions shall be of a large size (around 80 cm x 120 cm), and visible even when several are displayed together (e.g. on the starting line). Flags used as fleet signals and flags O and R used for the application of the Class Rule C.1.1(a) shall be available on each Race Committee boat in order to be able to indicate fleet(s) for which signals are made and/or to indicate when R.R.S. 42 applies or not.

Sound signals on the starting line shall be loud enough to be heard on the entire starting area.

2 - 6. - Technical equipment needed ashore and staffing

2 - 6.1 - Headquarters and related equipment

An office for entry confirmation and for communication between the Organising Committee, competitors and media for solving any problem regarding the general organisation shall be available during the entire regatta ("Race Office" according to the Standard Sailing Instructions). Staff should include interpreters and people in charge of tourism affairs in the area of the regatta.

A technical secretariat with computers, printers, photocopy machine, phone, fax and a computer dedicated to result calculations shall be available. Staff and equipment of this secretariat shall be sufficient to be in a position to issue any official information (final list of entries, changes in programme or in sailing instructions, summons by Committees, race results and general ranking lists, ...) as soon as it is available.

As far as computerised software for result calculations is concerned, special attention has to be paid to the capability and the qualification of the software regarding the number of boats, the number of fleets, the number of races, and more generally the fulfilment of the sailing instructions. The software should have been used previously for regattas of the same type and format. The operator shall have both sound practical knowledge of the software and of the regatta organisation.

Rooms for measurement (minimum 200 square metres) to enable the Measurement Committee to perform pre-race inspections and post-race inspections according to the Measurement Regulations, and the relevant equipment to be defined with the Regatta Chief Measurer, shall be available. Main standard pieces of equipment needed are: table for sails measurement (trapezoid shape around 6400 mm x bases of 3300 mm and 1000 mm), two tables/benches for mast, boom and spinnaker pole measurement (around 7000 mm x 300 mm and 3000 mm x 500 mm), two small tables for checking and weighing centreboard (about 1500 mm x 700 mm) and rudder (about 1000 mm x 500 mm), electronic weighing machines for 15 kg (resolution 5 g) and for 120 kg (resolution 50 g), with standard weights to check them or to be certified by an authorised body before the event. The abovementioned equipment is to be completed with any other piece of equipment that may be required by the Regatta Chief Measurer. Rooms and equipment shall be available two days before the first day of measurement inspection to enable the Regatta Chief Measurer to prepare measurement marks on equipment and to train the Measurement Committee team.

Other rooms to be provided are:

- One room for the Race Manager, one room for the Class Course Representative, if any, one room for the Race Committee, one room for the International Jury. Each room should be equipped with one computer linked to the other ones by an internal network and linked to Internet.
- One press office with phones, fax machines and plugs for e-mail connections by computers, and one room for team leaders and coaches for meetings and for distribution of official information, with plugs for e-mail and Internet connections by computers. Each of these two rooms shall be equipped with a minimum of two Internet terminals. One person should be dedicated to press releases and in charge of delivery of information by phone or fax to the local, national and international press and to officials or Class representatives located abroad, on their request. The press releases shall also be posted, either in the International 470 Class Association Web Page on Internet, or in any other Internet server with a link with the International 470 Class Association Web page.

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An official notice board, readable by competitors at any time, shall be available near the Race Office. This board shall be large enough to post together, and as long as they remain valid, final list of entries, changes in programme and in sailing instructions, race results, general ranking lists, summons and official decisions of Jury and Committees ... To avoid non-official messages on this official notice board, the Organising Authority should also provide a general information board.

A mast ashore, located near the boat park, shall be available for official signals to be made ashore according to the sailing instructions. Use of this mast should be limited to this purpose to avoid any confusion with other flags from the organisation (e.g. national flags, 470 Class flag, sponsor flags).

Loudspeakers operated from the Race Office or from the technical secretariat shall be installed on all locations used for the Championship, including the boat park.

2 - 6.2 - Facilities

The boat park, trailer park and car park shall be organised for the expected number of competitors and coaches. The car park should also include parking spots for the organisers, officials and visitors. The boat park shall be equipped with features enabling competitors to wash their equipment with fresh water.

Toilets and showers shall be available on site in a sufficient number for the expected number of participants.

Repair and spare part services should be organised for sails, spars, fittings, hulls, personal equipment.

The Race Office should be in a position to propose accommodation (as close as possible to the site) to participants not having yet booked anything.

2 - 6.3 – Medical assistance

The Organiser shall provide on-site first-aid assistance throughout the regatta, on the water as well as ashore, free of charge for competitors, in compliance with the regulations of the hosting country. The on-site first-aid centre ashore shall be located close to the boat parking area. Sufficient first-aid supplies and materials shall be available to ensure immediate care. The name, address and telephone number of the local hospital and other emergency services shall be posted on the official notice board. The local hospital shall be made aware of the Championship.

3. - REGATTA FORMAT AND COURSE TYPES

3 - 1. - General principles

3 - 1.1 – General presentation

Each regatta is governed by the 2005-2008 ISAF Racing Rules of Sailing (R.R.S.), the International 470 Class Rules, the notice of race and the sailing instructions.

The regatta format applies whatever the total number of crews, in an open or restricted Championship.

Each regatta consists of seven racing days used as follows:

- each boat takes part in six **qualifying races** within the first three days; crews are assigned into qualifying fleets every day according to their previous results, in order to get fleets of approximately equal size and ability;
- the qualifying races constitute one **qualifying series** for all boats; at the end of the qualifying series, crews are assigned into the final fleets according to their final qualifying series scores, in order to get fleets of approximately equal size and of different ability levels; the best crews are assigned to the Gold fleet, the following ones to the Silver fleet, and so on;
- the Gold fleet sails six **final races** from the fourth to the sixth day; the top ten crews according to the regatta series scores of the Gold fleet at the end of the sixth day sail one **Medal race** on the seventh day while the other crews of the Gold fleet sail one **Last race**; the qualifying races of the boats of the Gold fleet, their final races and either the Medal race or the Last race constitute the **regatta series** of the Gold fleet;
- the other fleets sail seven **final races** each from the fourth to the seventh day; the qualifying races of the boats of a final fleet and the final races of that fleet constitute the **regatta series** of that fleet.

3 - 1.2 – Number of fleets

For the qualifying races and the final races, the number of fleets depends on the total number of crews, the general principle being to have the number of crews per fleet as close as possible to:

- **35** for men or mixed or open category: one fleet is organised up to a total of 47 crews, two fleets are organised from 48 to 84 crews, three fleets from 85 to 120 crews.... It means that no qualifying series is organised for a fleet smaller than 48 boats, which constitutes then the Gold fleet.
- **30** for women category: one fleet is organised up to a total of 39 crews, two fleets are organised from 40 to 71 crews, three fleets from 72 to 102 crews...It means that no qualifying series is organised for a fleet smaller than 40 boats, which constitutes then the Gold fleet.

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The total number of crews taken into account to decide the number of fleets is the best-known one at the beginning of the last day for entry confirmation on site, taking into account the list of pre-entries, the list of boats having already shown at that time and all pieces of information collected by the Race Office about the boats not having yet shown.

3 - 1.3 - Assignment into fleets

The initial assignment into qualifying fleets is made on the regatta site by a seeding committee chaired by the representative of the International 470 Class Association and consisting of a representative from the Organising Committee and two or three coaches. The assignment made by the seeding committee is final and shall not be grounds for granting redress.

Reassignments are then automatically made according to previous results in the regatta, every day during the qualifying series, then at the end of the qualifying series to define the final fleets, then, for the Gold fleet only, at the end of the sixth racing day to define participation in the Medal race and in the Last race.

3 - 1.4 – Scoring

The Low Point scoring system of R.R.S. Appendix A applies.

A boat that did not start, did not finish, retired after finishing or was disqualified is scored points for the finishing place one more than:

- the number of boats entered in the biggest fleet of the qualifying series for the qualifying races,
- the number of boats entered in her fleet for the final races, except for the Medal race and for the Last race,
- ten boats for the Medal race,
- the number of boats entered in the Gold fleet minus ten for the Last race.

For the Medal race, the points get by each boat are multiplied by either 2, or 1,5, or 1 when respectively either more than eight, or seven or eight, or less than seven qualifying and final races have been completed for boats in the Gold fleet at the end of the sixth racing day.

For the Last race, ten points are added to the points get by each boat.

When fewer than four have been completed, a boat's series score is the total of her race scores.

When four or more races have been completed, a boat's series score is the total of her race scores excluding her worst score, except that, for the regatta series of the top ten boats of the Gold fleet, the Medal race cannot be discarded as the worst score.

Any series tie is broken according to R.R.S. Appendix A8, except that any regatta series tie of the top ten boats is broken in favour of the boat finishing higher in the Medal race, when completed.

3 - 1.5 – Infractions to R.R.S. 42

R.R.S. 42 is subject to on-the-water judging, with application of R.R.S. Appendix P.

For the application of R.R.S. Appendix P, the qualifying races and the final races, including the Medal race and the Last race, are considered as a single series of races. However, any disqualification

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decided according to Racing Rule P2.3 during the final races does not affect the assignment of the boats into the final fleets, and any disqualification decided according to Racing Rule P2.3 during the Medal race does not affect the list of the selected boats for this Medal race.

3 - 1.6 - Umpiring

On-the-water umpiring is used for the Medal race of the Gold fleet, except otherwise agreed.

3 - 2. - Qualifying series

3 - 2.1 – Qualifying series content

A maximum of six races is sailed per fleet within three days, with a maximum of three races per day for each fleet and at least one race per fleet organised the third day.

3 - 2.2 – Initial assignment into fleets

The initial assignment into fleets, the number of which being defined according to 1.2 here above, is made by the seeding committee on the basis of the ISAF 470 World Sailing Ranking List, the previous World and European 470 Championships, the national rankings provided by the National 470 Class Associations, and any other relevant information.

Each crew's assignment to a fleet is notified on the Official Notice Board at the latest two hours before the first scheduled warning signal of the first racing day.

3 - 2.3 - Overall qualifying series scores

One overall ranking list is established at the end of each day based on the qualifying series scores taking into account the highest number of completed races for all fleets at that time. For fleets having completed more races than this number, only races, numbered in order of completion, completed by all fleets will be taken into account in the qualifying series scores.

3 - 2.4 - Identification of fleets

The fleets are designated "Yellow", "Blue", "Pink" and "Green" and identified through a pennant of the respective colour.

At the registration each crew receives a set of coloured ribbons. Before going on the water, crews shall fix to the end or just above of the top batten of their mainsail the appropriate ribbon identifying the fleet to which they have been assigned.

3 - 2.5 - Daily reassignment into fleets

At the end of each day, and if all boats have completed at least one race, boats are assigned to new fleets in order to improve the equilibrium in ability between fleets.

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This reassignment is made on the basis of the overall ranking list at that time, and applying the following system :

- With two fleets,
 - the new “Yellow” fleet will consist of the first, fourth, fifth, eighth, ninth, ... of the overall ranking list,
 - the new “Blue” fleet will consist of the second, third, sixth, seventh, tenth, ... of the overall ranking list.
- With three fleets,
 - the new “Yellow” fleet will consist of the first, sixth, seventh, twelfth, thirteenth, ... of the overall ranking list,
 - the new “Blue” fleet will consist of the second, fifth, eighth, eleventh, fourteenth, ... of the overall ranking list,
 - the new “Pink” fleet will consist of the third, fourth, ninth, tenth, fifteenth, ... of the overall ranking list.
- With four fleets,
 - the new “Yellow” fleet will consist of the first, eighth, ninth, sixteenth, ... of the overall ranking list,
 - the new “Blue” fleet will consist of the second, seventh, tenth, fifteenth, ... of the overall ranking list,
 - the new “Pink” fleet will consist of the third, sixth, eleventh, fourteenth, ... of the overall ranking list,
 - the new “Green” fleet will consist of the fourth, fifth, twelfth, thirteenth, ... of the overall ranking list.

Each crew’s assignment to a new fleet is notified on the Official Notice Board at the latest two hours before the first scheduled warning signal of the corresponding racing day.

At the beginning of each racing day, the fleet(s) with the lowest number of races sail(s) the missing race(s) first in their previous configuration, up to reach the same number of completed races for all fleets, where after racing proceeds with new fleets.

3 - 2.6 - End of the qualifying series

The qualifying series ends normally at the end of the third day, provided six races have been completed for each fleet.

If fewer than six races have been completed for one or several fleet(s) at the end of the third day, the qualifying series is prolonged the fourth day for the concerned fleet(s) in order to complete six races per fleet.

If fewer than four races have been completed for one or several fleet(s) at the end of the fourth day, the qualifying series is prolonged as long as necessary for the concerned fleet(s) in order to complete at least four races per fleet.

The final overall ranking list at the end of the qualifying series is based on the qualifying races completed by all fleets. Other race scores are deleted.

3 - 2.7 - Points carried forward

For each crew, race scores of the qualifying races completed by all fleets are carried forward to the final series, including the worst one which has been excluded to establish the final overall ranking list according to 1.4.

3 - 3. - Final series

3 - 3.1 - Final series content

The final series is sailed from the fourth day when the qualifying series has normally ended, or from the racing day the qualifying series has ended when it has been extended.

Except for the Gold fleet, a maximum of seven final races is sailed up to the end of the seventh day.

For the Gold fleet, a maximum of six races is sailed up to the end of the sixth day. Then, on the seventh day, and provided that the Gold fleet has sailed at least two final races by the end of the sixth day, the first ten boats of the regatta series at the end of the sixth day sail the Medal race, while the rest of the Gold fleet sails the Last race, otherwise the Gold fleet as a whole sails up to three normal final races.

In the case when only one fleet is organised and the qualifying series deleted, the final series consists of twelve races within six days, then, on the seventh day, and provided that the fleet has sailed at least six races by the end of the sixth day, the first ten boats of the regatta series at the end of the sixth day sail the Medal race, while the rest of the fleet sails the Last race, otherwise the fleet as a whole sails up to three normal races .

3 - 3.2 - Identification of fleets

The fleets are designated “Gold” (yellow), “Silver” (blue), “Bronze” (pink) and “Emerald” (green) and identified through a pennant of the respective colour as for the qualifying series (ribbon at the end of the top batten).

3 - 3.3 – Assignment into fleets

The assignment is made according to the final overall ranking list at the end of the qualifying series.

Gold fleet consists of the first best part of the final overall ranking list, Silver fleet of the second part, and so on. As far as possible, each final fleet shall have the same number of boats. In case the total number of boats cannot be exactly divided by the number of final fleets, the Gold fleet has one additional boat compared to the others, then the Silver fleet if needed, and so on.

Each crew’s assignment to a fleet is notified on the Official Notice Board at the latest two hours before the first scheduled warning signal of the first final race.

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3 - 3.4 – Assignment to the Medal race and to the Last race

The assignment is made according to the overall ranking list of the Gold fleet at the end of the sixth racing day, and provided that at least two final races have been completed for that fleet. The top ten boats are assigned to sail the Medal race, the others being assigned to sail the Last race.

Each crew's assignment from the Gold fleet to the Medal race or to the Last race is notified on the Official Notice Board at the latest two hours before the first scheduled warning signal of the Medal race and/or of the Last race.

A boat assigned to compete in the Medal race shall make a genuine effort to start, sail the course and finish. In case of breach of this requirement, the boat is ranked at the last place of her regatta series (tenth).

3 - 3.5 – Final ranking lists

Final ranking lists based on the regatta series scores are established according to 1.4:

- for boats of the Gold fleet having taking part in the Medal race,
- for boats of the Gold fleet having taking part in the Last race,
- or for the Gold fleet as a whole if the Medal race and the Last race have not been sailed,
- and for each of the other fleets.

The regatta series scores take into account all race scores of both series for each crew, which shall be considered as a single series of scores. The worst score which shall be excluded according to 1.4 is chosen without considering the original series nor the worst score which has been excluded during the qualifying series to enter the final series.

3 - 4. - Final results

There is only one final official ranking list for the regatta, by combining the final ranking lists. The crews selected to sail the Medal race rank from 1st to 10th, then the crews of the Gold fleet out of the top ten rank from 11th, the first crew of the Silver fleet ranks a place after the last crew of the Gold fleet, the first crew of the Bronze fleet ranks a place after the last crew of the Silver fleet, and so on.

If crews in the Gold fleet have sailed less than two final races (six by the whole fleet when there is no qualifying series), the title of Champion and medals are not awarded.

If crews in another fleet have not sailed one final race at least, the cup or trophy is not awarded to the first of this fleet.

3 - 5. - Courses

3 - 5.1 – Olympic trapezoid courses

Except for the Medal race (refer here below), course types derive from the Olympic courses applicable to 470s, i.e. the Olympic trapezoid (with outer loop or with inner loop), including gates as leeward marks. Drawing n°1 here attached shows these standard two-loop course types. The course shape has normally angles between legs of 60° and 120° and all windward and leeward legs of

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identical length, except the first leg between the starting line and the mark 1 which may be up to 1,3 times the leg length. The leg length shall be chosen by the Race Committee to have an expected duration of race for the leading boat of 60 minutes, depending on weather and sea conditions. This leg length should be between 0,7 NM for light winds up to 1,2 NM for strong winds and flat water. The length of the first reach leg should be around 0,7-0,8 NM and the one of the last reach leg to finish should be around 0,4 NM, whatever the wind speed is. The values of the angles between the legs may need to be slightly adapted to weather and local conditions (wind, waves, current) to allow for use of spinnaker on reaches.

The time limits for the leading boat to reach the first mark and to finish are 25 and 90 minutes respectively, and the last boat has to finish within 30 minutes of the leading boat.

Shortening courses may be done according R.R.S. 32.2 (a) and (c).

Due to the fact that several fleets are sailing at the same time on the same area, changes of course after the start are difficult to manage. As a consequence, the race should be abandoned in the case of an important wind shift (30° or more) when a change of course cannot be properly managed and when it affects the fairness of the race.

3 - 5.2 – Windward-leeward courses

For the Medal race, the course type shall be a windward-leeward course with two or three loops and a leeward reach to finish, as shown in Drawing n° 2 here attached. It shall be organised as close as possible to seashore. The starting line is leeward the mark 2 at a distance of about 0,1 NM. The length of the last reach to finish is about 0,2 NM.

The length between marks 1 and 2 and the number of loops have to be chosen according to the wind strength in order to have an expected race duration of 30 minutes for the leading boat, with a time limit of 50 minutes. The last boat has to finish within 10 minutes of the leading boat. This should lead to a leg length between 0,4 and 0,7 NM and two or three loops, depending on wind, waves and current conditions.

Shortening the course after the start cannot be done.

DRAWING N° 1
STANDARD TWO-LOOP
COURSE TYPES

Course marks 1 and 2 shall be rounded to port.

At course mark 3, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark when going to mark 2. They shall round to port at least one gate mark when going to the finishing line.

At course mark 4, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

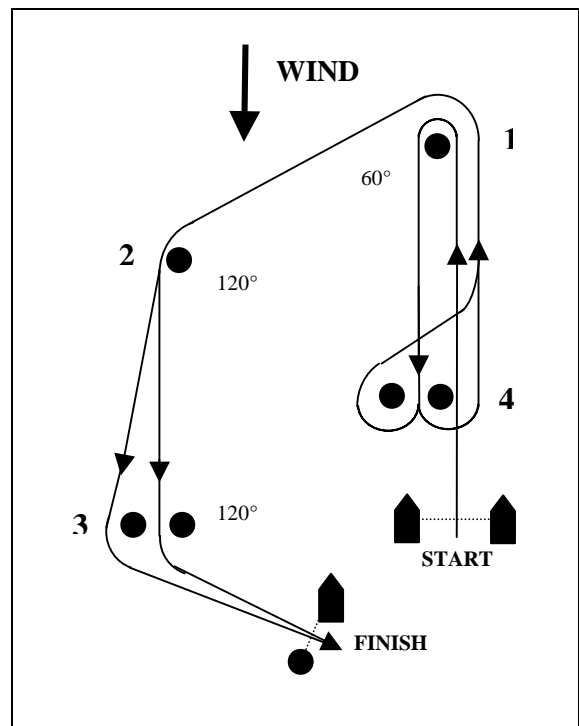
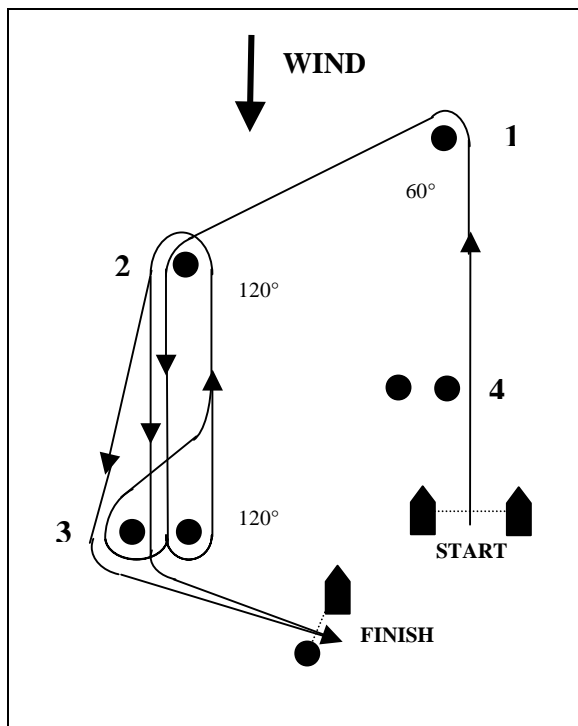
Numerical values of angles on the diagram are indicative.

Olympic trapezoid with outer loop

start - 1 - 2 - 3 - 2 - 3 - finish

Olympic trapezoid with inner loop

start - 1 - 4 - 1 - 2 - 3 - finish



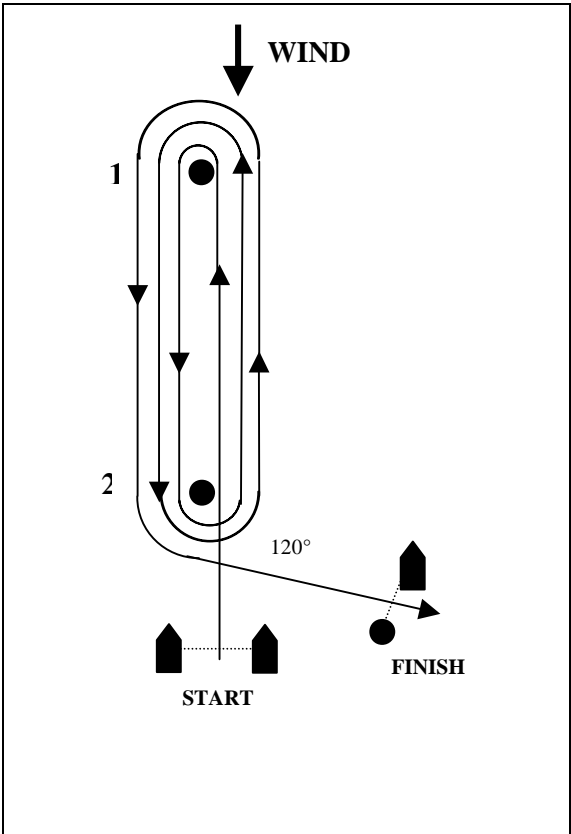
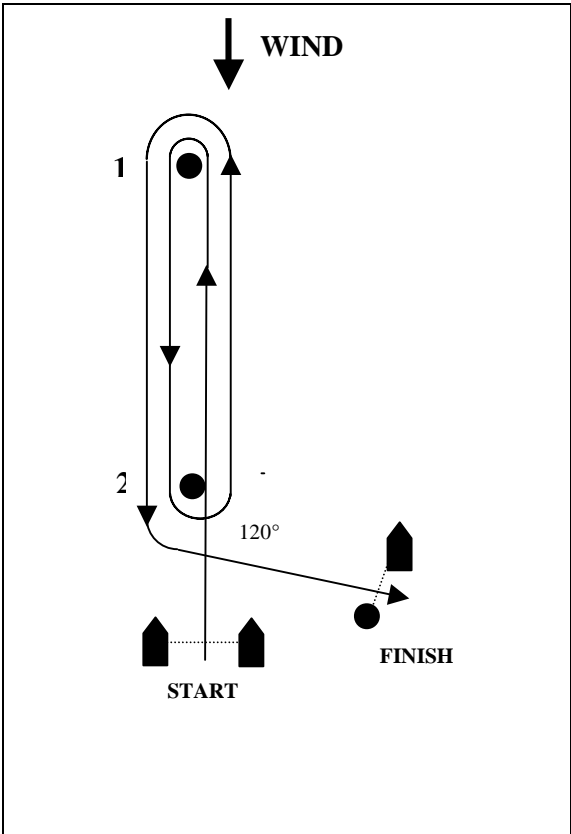
DRAWING N° 2
STANDARD WINDWARD-LEEWARD
COURSE TYPES

Course marks 1 and 2 shall be rounded to port.

Numerical values of angles on the diagram are indicative.

Windward-leeward with two loops
start - 1 - 2 - 1 - 2 - finish

Windward-leeward with three loops
start - 1 - 2 - 1 - 2 - 1 - 2 - finish



4. - MEASUREMENT REGULATIONS

4 - 1. - General requirements

- 4 - 1.1 - All boats (including their spars, sails and equipment) entered for the Championship shall be inspected in accordance with the Class Rules and any special rules contained in these Measurement Regulations, the Notice of Race, and the Sailing Instructions. Pre-race measurement inspections as defined in 1.2 here below, and measurement inspections at random during the Championship, shall be organised.
- 4 - 1.2 – Pre-race measurement inspections shall include, at least:
- full inspections (as defined in section 2) of boats used by crews within the Top 30 of the ISAF Men’s ranking list or within the Top 20 of the ISAF Women’s ranking list,
 - full inspections (as defined in section 2) of not less than 10 other boats per category, chosen at random by the Regatta Chief Measurer,
 - for the other boats, inspections shall include at least: the weight of the complete boat (Class Rule C.6.1), the conformance of the hull and sails to the measurement certificate and to Class Rules B.4.2, C.17.3, C.17.4, D.1.4, G.2.2 and G.3.1 (identification marks on hull and sails), Class Rules C.12.3(a)(2)&(12) and C.13.3(a)(5)&(6) (stoppers and limit marks on spars), and any specific inspections requested by crews for their own boats. The Regatta Chief Measurer may request additional inspections on a case-by-case basis.

The International 470 Class Association, with the agreement of the Organising Authority, may decide on a case-by-case basis to apply full pre-race measurement inspections as defined in section 2 to all boats.

- 4 - 1.3 - In accordance with R.R.S. 78, competitors are responsible for maintaining their boat in accordance with the Class Rules (for the purpose of R.R.S. 78, competitors are considered to be the owners).

4 - 2. - Pre-race measurement inspections

- 4 - 2.1 - The boats shall be presented for measurement inspections with the full equipment as scheduled by the Measurement Committee. Locations and schedule for measurement inspections are posted on the official notice board (part dedicated to the Measurement Committee).
- 4 - 2.2 - Each boat shall be presented for measurement inspections as follows:
- the mast shall be down and the boat shall be accompanied by mast, boom, spinnaker pole, one set of sails, rudder, tiller, centreboard and all other equipment required on board by the Class Rules for the purpose of weighing,

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- the mast shall be complete with the spreaders in position and with the standing rigging taught and secured at the lower measurement band. Halyards shall be in the sailing position. The mast head wind indicator, if any, shall be removed,
- the hull shall be empty, in dry condition, all hatches and covers removed for inspection,
- the hull shall carry the identification marks required by the Class Rules,
- hull, sails, spars and equipment shall carry all the measurement marks, bands, stickers and labels prescribed in the Class Rules.

- 4 - 2.3** - According to the Class Rules, the number of sails, spars and foils which may be approved during measurement inspections shall not exceed:

1 mainsail, 1 jib, 1 spinnaker,
1 mast, 1 boom, 1 spinnaker pole,
1 centreboard, 1 rudder.

Sails without the sail button required by Class Rule B.4.2, or without a sail number or the 470 emblem, will not be inspected. As specified in the Class Rules, all sails supplied by competitors shall have been certified in accordance with the Class Rules before being presented for measurement inspection.

- 4 - 2.4** - Each boat shall be presented for measurement inspection with her Measurement Certificate including the completed Measurement Form. These may be retained by the Regatta Chief Measurer for the duration of the event. If the completed Measurement Form is a photocopy, its authenticity shall be confirmed with an original stamp and signature from the issuing authority.
- 4 - 2.5** - Any item which is not in dry condition satisfactory to the Regatta Chief Measurer to be correctly inspected, and any item which is not found in compliance with the Class Rules during inspections, shall be presented again later on to the Measurement Committee, at the Regatta Chief Measurer's disposal, and as long as it is not satisfactory.
- 4 - 2.6** - The weight of clothing and equipment worn by a competitor may be self-checked using the official equipment, during the time scheduled on the official notice board.
- 4 - 2.7** - Only the team manager or his delegate and the boat's crew are allowed to be present during the boat's measurement inspection. At least one of these persons shall be present and shall be authorised to remedy any deviation from the rules or to withdraw the boat from the event.
- 4 - 2.8** - Unless authorised by the Regatta Chief Measurer, repairs or alterations to boats, equipment or sails shall not be made in the measurement inspection areas.
- 4 - 2.9** - All pieces of the boat's equipment subject to inspection are marked with an official measurement inspection mark or sail stamp (waterproof ink) preferably on the port side. Some items may receive two inspection marks, one in a readily visible position when afloat, and a second in a position protected from wear and tear (after the items have been marked, the sticker/stamp may be signed and numbered by the Measurer and the number recorded on the Equipment Inspection Form to prevent exchange of equipment from one boat to another one). After the items have been marked, the crew leader of each boat is required to sign the Equipment Inspection Form declaring that all inspected pieces of equipment have been properly marked and that none of the marked pieces of equipment will be changed without the prior approval of the Regatta Chief Measurer. Any such piece of equipment

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not so marked shall not be used. If through wear and tear, a mark starts to become obliterated, the fact shall be reported to the Measurement Committee in order that the mark may be replaced.

4 - 3. - Pre-race measurement inspection proceedings

- 4 - **3.1** - Team managers or competitors shall apply for the allocation of a measurement time slot to the Regatta Chief Measurer. It is recommended to post on the official notice board (part dedicated to the Measurement Committee) at 14.00 of the day before the first day of pre-race measurement inspections a time table over the two days (Junior Championships) or three days (World and European Championships) for pre-race measurement inspections, with free slots in sufficient number that competitors may choose and book by writing their sail number on the list (each boat inspection should last around 10 minutes). Boats and equipment as indicated above shall be presented at the designated time.
- 4 - **3.2** - The Equipment Inspection Form (on which date and time allocated for measurement inspection may be added) shall be collected by the representative of the entered boat at the Measurement area.
- 4 - **3.3** - The representative of the boat shall be at the measurement inspection area with boat, sails, spars and equipment and with the Measurement Certificate, the Measurement Form and the Equipment Inspection Form at the designated time.
- 4 - **3.4** - At each measurement inspection station the representative of the boat shall present the Equipment Inspection Form to be filled in each time an inspection has been passed.

4 - 4. - Changes to inspected boats and equipment

- 4 - **4.1** - After boats, spars, sails and equipment have passed through pre-race measurement inspections and been limitation-marked, they shall not be removed from the regatta area without the written permission of the Regatta Chief Measurer.
- 4 - **4.2** – Alterations: after boats have completed pre-race measurement inspections, no alteration shall be made except for the normal designed adjustment of fittings and equipment.
- 4 - **4.3** – Repairs: any competitor wishing to make repairs to his boat, her sails or equipment, after she has passed through pre-race measurement inspections shall make an application to the Regatta Chief Measurer. If permission is granted, the concerned competitor shall arrange a time for such repairs to be approved by the Measurement Committee.
- 4 - **4.4** – Replacements: any application for a replacement of boat, sails, spars or equipment to be used shall be submitted to the Regatta Chief Measurer. Approval can only be given when it can be satisfactorily demonstrated that the sails, spars or equipment are severely damaged, were not deliberately mistreated, and cannot be repaired satisfactorily. New pieces of equipment shall be inspected by the Measurement Committee before use. However, when a piece of equipment is lost or damaged immediately prior to a race and is replaced or repaired, the competitor shall notify the Race Committee prior to the start of the race, and then make an application to the Regatta Chief Measurer as described here above as soon as he arrives ashore after the race has finished, and within the protest time limit.

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4 - 5. - Measurement inspections during the Championship

- 4 - **5.1** - Any boat, her spars, sails, equipment and crew's clothing and equipment may be inspected at any time during the regatta by the Measurement Committee, and any deviation reported by the Race Committee to the International Jury, on Regatta Chief Measurer request.
- 4 - **5.2** - After each race competitors (selected at random by the Measurement Committee or chosen by the Race Committee or the International Jury) may be informed by a member of the Measurement Committee that they have been elected for measurement inspection on the water or ashore (special pre-assigned area for such inspections may be defined). In the latter case, the boats are inspected as soon as possible after coming back ashore.
- 4 - **5.3** - At least one representative of the crew is required to be present during the entire inspection period of the boat. When the Measurement Committee representative is not convinced that the boat would exceed in a dry condition the minimum weight required by Class Rules due to the weight reached in a wet condition during inspection, he may impound the boat for weighing the following morning before race.
- 4 - **5.4** - When a measurement varies from that prescribed by the Class Rules, or when the Measurement Committee representative has reason to believe that a piece of equipment has been altered, repaired or replaced without prior approval, the Race Committee, on Regatta Chief Measurer request, reports the matter to the International Jury for hearing and decision.

5. - QUOTA SYSTEM FOR PARTICIPATION

5 - 1. - General principles

The quota system applies to International Class Championships for which the number of participants is restricted, i.e. Men's World Championship and European Championship for men and mixed crews. These Championships are limited to:

- eighty boats for the World Championship, plus the current World and Junior World Champions, who qualify for supplementary places,
- one hundred and twenty boats for the Event linked to the European Championship, with a minimum of eighty boats for the European Championship, and including the current World, Junior World, European, European Junior Champions, who qualify automatically within the one hundred and twenty places,

unless the Management Committee decides to open the event to all eligible competitors, or decides other figures on a case-by-case basis.

The quota calculations are based on the number of members of each participating nation, plus the number of crews classified in the first 30 of the Class Championships of the previous year, as follows:

- Each nation which declares its intent to take part receives one place.
- The remaining places are divided into two parts:
 - o 90% are allocated proportionally to the square root of the number of members declared in January for the "previous year", for those nations having paid their annual fees for the previous years. The "previous year" is defined as two years before the Championship for a Championship organised before 1st July (i.e. declarations provided in January the year before the Championship), and as one year before the Championship for a Championship organised after 1st July (i.e. declarations provided in January the year of the Championship).
 - o 10% are allocated proportionally to the number of crews classified into the first 30 of the:
 - previous World Championship for calculation for the World Championship,
 - previous European Championship, and previous World Championship if it was held within the European continent, for calculation for the European Championship,for those nations having paid their annual fees for the previous years.

The above calculations are carried out to within two decimals, then the addition of the two parts for each nation is rounded to the closest whole number. Due to roundness effect, the total number of allocated places may be slightly different from the theoretical number defined by the Management Committee.

5 - 2. - Rules followed to determine the number of members per nation

According to the status of annual fees paid since 1990, and of activity reports received by the International Association from National Associations, the following rules apply to determine the number of members to be taken into account in the quota calculations for each nation:

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- when the annual fees have been paid each year since 1990 (or since the year of affiliation for new Associations), the number of members corresponding to the fees paid for the "previous year" are taken into account for the calculations, without considering the activity reports; for nations paying for the minimum (thirty members), a fixed number of five members is allocated except if the activity report is available,
- when the annual fees have been paid for the "previous year", but not for the other previous years (or for one of them), the fees paid for the "previous year" are shared between the corresponding years proportionally to activity reports when available, or in equal parts if they are not available, then the rules here above apply,
- when the annual fees have not been paid for the "previous year", zero members are taken into account for quota calculations; the corresponding nations are not taken into account for allocation of additional places by the number of members as well as by the results of previous Championships.

5 - 3. - Procedure followed to determine the final allocation of places per nation

Six months prior to the World Championship (or four months prior to the European Championship), the Management Committee advises the relevant National Associations of their possibility of entering one boat, asks them to answer if they intend to enter one boat and how many additional places, if any, they request. A quota estimation, based on an expected participation of nations, is attached to this information sent by the Management Committee.

Answers from the National Associations shall be sent to the Management Committee at the latest five months prior to the World Championship (or three months prior to the European Championship) to be taken into consideration.

Based on these answers, a quota calculation is carried out by the Management Committee. When the number of boats calculated for a nation is higher than or equal to the number of boats requested by this nation, this last number is definitively allocated to the concerned nation. On the contrary, the calculated number is provisionally allocated and the concerned nation is informed that extra places could be distributed later on (coming from nations requesting less boats than the calculated number).

Participating nations are informed four months prior to the World Championship (or two months prior to the European Championship) of their allocated number of places as defined here above.

Extra places, if any, are allocated by the Management Committee taking into account quota calculations and general interest of the Class, and the concerned nations informed accordingly, at the latest two weeks prior to the Championship. The host nation may receive additional places in order to obtain as many places as the most represented nation.

No additional place can be allocated by the Organising Authority prior to or during the entry confirmation process.

5 - 4. - Obligations of National Associations and of crews

Any National Association requesting entries and not pre-registering for the Championship the allocated number of boats shall pay to the Organising Authority of the Championship the entry fee for

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those boats that they did not pre-register. Failure in complying with this clause may lead to reduced allocations for the International Class Championships of the following year.

Among those boats having been pre-registered to the Championship by their National Association, or by their National Authority, any boat not taking part in the Championship without any reason beyond the control of her crew shall pay the entry fee to the Organising Authority and a fine of 100 Euros to the International 470 Class Association. Failure in complying with this clause may lead the crew members to be ineligible for the International Class Championships of the following year.

Application of these penalties is subject to the decision of the Management Committee.

6. - STANDARD NOTICE OF RACE

General comments: parts of sentences written in italic letters in the text are only provided as examples and have to be adapted by the organisers. In addition for some articles, alternate solutions and comments are provided.

In principle, this document is not formally applicable to the Master's Cup, which could be subject to a different regatta format. However valid parts of this document shall be used as far as possible.

The (*name of the Organising Authority*) in co-operation with the International 470 Class Association and the (*National*) 470 Class Association is pleased to invite 470 sailors to take part in the

*Men's 470 World Championship for men crews,
and in the Women's 470 World Championship for women crews,*

or

*(Name of the Event) for men and mixed crews and for women crews,
including the 470 European Championship for men and mixed crews
and the Women's 470 European Championship for women crews,*

or

*Junior 470 World Championship for men and mixed crews
and the Junior Women's 470 World Championship for women crews,*

or

*(Name of the Event) for men and mixed crews and for women crews,
including the Junior 470 European Championship for men and mixed crews
and the Junior Women's 470 European Championship for women crews,*

to be held at (*location*) from (*date of first day*) to (*date of last day*).

1. – Rules

1.1 - The regatta will be governed by the Rules as defined in the 2009-2012 ISAF Racing Rules of Sailing.

1.2 - Applicable prescriptions of the (*name of the hosting national authority*) which may require advance preparation are stated here below:

- (*state the relevant prescriptions in full, if any*)

Comments: this article shall be changed to

- “No applicable prescription of the (*name of the hosting national authority*) requires advance preparation”,

or

- “No prescription of the (*name of the hosting national authority*) will apply”, when appropriate.

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- 1.3 - The Equipment Rules of Sailing will apply to the extent they are referenced into the International 470 Class Rules.
- 1.4 - No Racing Rule change requiring advance preparation will apply. Racing Rule changes will appear in the sailing instructions.
- 1.5 - The Medal race of the Gold fleet will be subject to on-the-water umpiring according to Racing Rule Addendum Q.
- 1.6 - No Class Rule change will apply.
- 1.7 - If there is a conflict between languages the English text will take precedence.

2. – Advertising

- 2.1 - Category C will apply.
- 2.2 - Boats may be required to display advertising chosen and supplied by the organizing authority.

3. – Eligibility and entry

- 3.1 – The regatta is open to boats of the 470 Class and to competitors who comply with the ISAF Regulation 19. Each crew member of a competing boat shall be national or ordinarily resident of the nation where the National Authority the crew intends to represent is established.

Participating crews in the regatta shall be designated by their National 470 Class Association, or by their National Authority where there is no National Association. Only crews in good standing with the International 470 Class Association may participate: each crew member shall be member of a National 470 Class Association affiliated to the National Authority, or of the International 470 Class Association when there is no National Association in the concerned country. According to the International 470 Class Association rules, crew modifications may be accepted up to the start of the regatta.

Comments: for the Junior Championships, "each crew member ..." has to be changed to "at least one member of each crew"

The (*Event*) is open to all nations, but only crews from European nations, or from nations of the Mediterranean Basin having a National 470 Class Association, may take part in the European Championships.

Comments: this paragraph applies to the European Championships only, and has to be deleted for other Championships.

The (*Event*) is open to all nations, but only crews from European nations, or from nations of the Mediterranean Basin having a National 470 Class Association, may take part in the Junior European Championships.

Comments: this paragraph applies to the Junior European Championships only, and has to be deleted for other Championships.

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Each crew member shall not have attained his or her 22nd birthday before or on 31.12.200. (*year of organisation*) (i.e. born in 198. (*year of organisation minus 21*) or later).

Comments: this paragraph applies to the Junior Championships only and has to be deleted for other Championships.

Boats shall comply with the Class Rules and have a valid measurement form. The sail number shall conform to the Class Rules.

- 3.2** – Eligible boats shall fill in the relevant “Request for Entry” posted on the website of the International 470 Class Association (www.470.org/events/), and pay the corresponding entry fees. A request for entry becomes a valid pre-entry when the relevant National 470 Class Association, or the National Authority where there is no National Association, has confirmed to the International 470 Class Association that the corresponding crew has effectively been designated to take part in the Championship and meets the eligibility criteria, and when the International 470 Class Association has received the payment of the entry fees. The International 470 Class Association will publish the list of pre-entries on its website. Only crews mentioned on the pre-entry list may take part in the Championship, provided their pre-entry be confirmed on site.

The request for entry shall be filled in and the entry fees shall be paid before (*date at the latest one month before the start of the regatta*) to get the advantage of the reduced entry fees (refer to 5.1).

The list of pre-entry will be published as soon as the first request for entry has been validated, and then updated as long as other requests for entry are validated.

- 3.3** – Late entries sent after the deadline indicated here above, but within 14 days of the start of the regatta, will be accepted with payment of the required entry fees. Late entries received within 14 days of the start of the regatta will be accepted only at the discretion of the International 470 Class Association, whose decision shall be final.
- 3.4** – The participation in the Men’s World Championship is restricted to a maximum of 80 boats. Only crews selected by their National 470 Class Association, or by their National Authority when there is no 470 Class Association in the said country, according to the quota allocated by the International 470 Class Association four months prior to the Championship, may participate. In order to get a quota of places, nations intending to take part in the Championship shall provide the International 470 Class Association, five months prior to the Championship and via their National Association or their National Authority when they have no National Association, with the number of boats they would like to enter. The current World Champion and the current Junior World Champion qualify automatically for supplementary places in the Championship, provided they comply with other conditions of this article.

Comments: this article applies to the Men’s World Championship only. For the European Championship the article has to be changed as follows:

“The participation in the (*Event*) for men and mixed crews is restricted to a maximum of 120 boats, including a minimum of 80 boats taking part in the Championship. Only crews selected by their National 470 Class Association, or by their National Authority when there is no 470 Class Association in the said country, according to the quota allocated by the International 470 Class Association two months prior to the (*Event*) and the Championship, may participate. In

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order to get a quota of places, nations intending to take part in the (*Event*) or the Championship shall provide the International 470 Class Association, three months prior to the (*Event*) or the Championship and via their National Association or their National Authority when they have no National Association, with the number of boats they would like to enter. The (*current*) European Champion, the (*current*) Junior European Champion, the (*current*) World Champion and the (*current*) Junior World Champion qualify automatically within the 120 places in the (*Event*), provided they comply with other conditions of this article.”

Of course, in the case of an open Championship (World or European and *Event*), as well as for the Junior Championships, the whole article 3.4 has to be deleted.

3.5 – Coaches, team leaders and representatives from participating nations shall fill in the entry form posted on www.470.org/events/ before (*date at the latest a fortnight before the start of the regatta*).

Comments: coaches, team leaders and representatives from participating nations may be requested to pay entry fees to get free use of the Club facilities, including places for their boat in the harbour and for car and trailer parks, and free participation to the social events as the sailors get, subject to agreement between the Organising Authority and the International 470 Class Association. In such a case, the following sentence shall be added:

“They shall pay their entry fees at the same time (refer to 5.1).”

4. – Classification

No classification requirements will apply (see Racing Rule 79)

5. - Fees

5.1 – Required entry fees are **400 Euro per boat**.

These entry fees are reduced to **300 Euro per boat** for boats having filled in their request for entry and paid their entry fees are paid before (*same date as in 3.2 here above*).

Comment 1: this paragraph applies to World and European Championships (and related *Event*).

For the Junior Championships, replace “400 Euro per boat” and “300 Euro per boat” by “240 Euro per boat” and “200 Euro per boat” respectively.

Comment 2: subject to an agreement between the Organising Authority and the International 470 Class Association to request coaches, team leaders and representatives from participating nations to pay entry fees, the following sentence shall be added:

“Entry fees to be paid by coaches, team leaders and representatives from participating nations are (**amount**) **Euro per person**.”

The amount shall not exceed 75 Euro for World and European Championships and 50 Euro for Junior Championships.

These entry fees include all collective services provided for the organisation, such as social events, car park, boat park, toilets and showers.

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5.2 - Entry fees shall be paid at the same time the request for entry is sent, to:

“470 International”

1) by On-Line Secure Credit Card Payments via “PayPal payments” button on www.470.org
Account nr.: payments@470.org

or

2) by bank transfer to “470 International” account
header: 470 International
bank: 30003 – branch: 02206 - account number: 00050460897 04
IBAN: FR76 30003 02206 00050460897 04
SWIFT: SOGEFRPP
Bank address: SOCIETE GENERALE
3 rue du Pavé de Meudon – 92370 - Chaville - France

Please, advise of transfer by email to payments@470.org

5.3 – Other fees are as follows: *(include in this section the fees to be paid for additional individual services provided by the Organiser to competitors, if any, such as equipment repairs, restaurant and bar, ...)*.

6. – Regatta format

6.1 - The regatta will consist of a qualifying series and a final series for each category (men, women), all boats taking part in the qualifying series and in the final series.

Comments: this sentence applies to World Championships only.

For European Championships (and related *Event*), it shall be replaced by “The regatta will consist of a qualifying series and a final series for each category (men and mixed, women), all boats taking part in the qualifying series and in the final series.”

For Junior Championships, it shall be replaced by “The regatta will consist of a qualifying series and a final series for each category (men and mixed, women) provided at least 25 crews of each category have entered, otherwise the regatta will consist of one qualifying series and one final series for all categories. All boats will take part in the qualifying series and in the final series.”

6.2 - For the qualifying series, crews will be divided into fleets. The number of fleets will be defined to have a number of boats per fleet as close as possible to 35 for men crews and to 30 for women crews. This means that only one fleet will be organised if less than 48 men crews and/or less than 40 women crews have entered.

Comments: the two last sentences apply to World Championships only, and have to be changed as follows:

For European Championships: “The number of fleets will be defined to have a number of boats per fleet as close as possible to 35 for men and mixed crews and to 30 for women crews. This means that only one fleet will be organised if less than 48 men and mixed crews and/or less than 40 women crews have entered.”

For Junior Championships: “When at least 25 crews have entered in each category, the number of fleets will be defined to have a number of boats per fleet as close as possible to 35

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for men and mixed crews and to 30 for women crews. This means that only one fleet will be organised if less than 48 men and mixed crews and/or less than 40 women crews have entered. When less than 25 crews have entered in a category, the number of fleets will be defined to have a number of boats per fleet as close as possible to 35. This means that only one fleet will be organised if less than 48 crews have entered.”

The number of entries taken into account to define the number of fleets per category will be the best-known one at the beginning of the last day for entry confirmation on site.

- 6.3 -** Crews will be divided into qualifying fleets approximately of similar level and size, initially according to their positions in previous international races and to the national ranking lists provided by the National Associations at the time of registration, by a seeding committee chaired by the International 470 Class Association and including two or three coaches of national teams, then daily revised according to race results.
- 6.4 -** For the final series, crews in the qualifying series will be divided into final fleets Gold, Silver, Bronze,...., according to the final scores of the qualifying series. The fleets will have approximately the same number of crews each. Gold fleet will consist of the first part of the final scores of the qualifying series, Silver fleet of the second part, and so on.
- 6.5 -** On the last day, the first ten crews of the fleet Gold at the end of the day before the last day will sail the “Medal” race, whereas the other crews of this fleet will sail the “Last” race and the crews of the other fleets will continue to sail their final races.

7. - Schedule

- 7.1 – Registration:** each competitor shall confirm his/her entry at the Race Office.
(include dates and timetable on 3 days, except for the Junior Championships for which 2 days are sufficient)
- 7.2 - Pre-race measurement inspections:** each boat shall be inspected by the Measurement Committee before the first race.
(include dates and timetable on 3 days, except for the Junior Championships for which 2 days are sufficient)
- 7.3 - Opening Ceremony:** *(include date and timetable, suggested end of afternoon or evening of the last day of registration and pre-race measurement inspections)*
- 7.4 - Qualifying series:** *(include dates on three days)*
The scheduled time of the warning signal for the first race is *(include date of first racing day and time of first warning signal)*.
Six races per fleet over three days (no more than three races a day).
The qualifying series will be prolonged for fleets not having sailed six races within three days.
- 7.5 - Final series:** *(include dates on four days)*
Seven final races per fleet over four days (no more than three races a day), with at least one race per fleet organised the last day, and including the Medal race and the Last race of the fleet Gold organised the last day.
When only one fleet is organised (refer to article 6.2), the qualifying series will be deleted and the final series will be sailed from *(include dates on seven days)*, which will consist of thirteen

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aces over seven days for each crew (no more than three races a day), including the Medal race and the Last race organised the last day.

No warning signal will be given after (*include time depending on organisational problems, e.g. closing ceremony organisation*) the last day.

7.6 - Closing Ceremony: (*include date of last day*) as soon as possible after the last race.

8. - Measurements

8.1 - Each boat shall produce a valid Measurement Certificate, including the completed Measurement Form, at the time of pre-race measurement inspections. If the completed Measurement Form is a photocopy, its authenticity shall be confirmed with an original stamp and signature from the issuing authority. If a boat is to produce a measurement certificate in accordance with Racing Rule 78.2, she shall do so before the end of the Qualifying Series. Racing Rule 78.2 is changed by substituting the word “event” with the words “Qualifying Series”.

8.2 - Pre-race measurement inspections will consist of, at least:

- full inspections of boats used by crews within the Top 30 of the ISAF Men’s ranking list or within the Top 20 of the ISAF Women’s ranking list,
- full inspections of not less than 10 other boats per category, chosen at random by the Regatta Chief Measurer,
- for the other boats, inspections shall include at least: the weight of the complete boat (Class Rule C.6.1), the conformance of the hull and sails to the measurement certificate and to Class Rules B.4.2, C.17.3, C.17.4, D.1.4, G.2.2 and G.3.1 (identification marks on hull and sails), Class Rules C.12.3(a)(2)&(12) and C.13.3(a)(5)&(6) (stoppers and limit marks on spars), and any specific inspections requested by crews for their own boats. The regatta Chief Measurer may request additional inspections on a case by case basis.

Comments: The International 470 Class Association, with the agreement of the Organising Authority, may decide on a case-by-case basis to apply full pre-race measurement inspections to all boats.

Pre-race measurement inspection proceedings will be posted on the official notice board the day before the first day for these inspections, and made available to competitors, team leaders and coaches at the Race Office.

8.3 - In accordance with Racing Rule 78, competitors are responsible for maintaining their boat in accordance with the Class Rules (for the purpose of Racing Rule 78, competitors are considered to be the owners). Measurement inspections at random during the regatta will be organised.

9. – Sailing instructions

The sailing instructions will be delivered to competitors at the time of registration at the Race Office.

10. - Venue

The regatta site is located to *(add the address of the hosting club, with phone and fax numbers, e-mail address, Website address, and indications to reach the Club by car, by train, by plane, ..., and if necessary add a map in attachment).*

11. – The courses

Except for the Medal race of the Gold fleet, course types will be the Olympic courses applicable to 470s, i.e. the Olympic trapezoid (with outer loop or with inner loop). Length of courses will be adapted according to wind strength in order to have an expected race duration of sixty minutes for the leading boat.

For the Medal race of the Gold fleet, course types will be windward-leeward courses with two or three loops and a leeward reach to finish. Length between marks and number of loops will be chosen according to wind strength in order to have an expected race duration of thirty minutes for the leading boat.

12. – Penalty system

12.1 - Racing Rule Appendix P will apply.

12.2 - Decisions of the International Jury will be final as provided in Racing Rule 70.5.

13. - Scoring

13.1 - When a qualifying series and a final series are organised,

- (a) at least four qualifying races are required to be completed for each fleet to constitute the qualifying series and to enter the final series;
- (b) at least two final races for the fleet Gold are required to be completed to constitute the regatta series for all fleets and/or to enter the Medal race and the Last race.

Race scores from those qualifying races completed by all fleets will be carried forward to the regatta series.

13.2 - When no qualifying series is organised, at least six races are required to be completed for the fleet to constitute the regatta series and/or to enter the Medal race and the Last race.

13.3 - Each series score will be established as follows:

- when fewer than four races have been completed, a boat's series score is the total of her race scores,
- when four or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.

The Medal race cannot be discarded as the worst score, and the points for this Medal race are multiplied by:

- 2 when more than eight qualifying and final races have been completed,
- 1,5 when seven or eight qualifying and final races have been completed,

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- 1 when less than seven qualifying and final races have been completed.

The boats competing in the Last race will receive ten points more than their place for this race.

- 13.4** - There will be only one final official ranking list for the regatta and for each category (men, women). The crews having entered the Medal race (or the first ten crews of the fleet Gold) will rank the first ten places, the first crew having entered the Last race (or the crew ranked eleventh of the fleet Gold) will rank eleventh, the first crew of Silver fleet will rank a place after the last crew of Gold fleet, the first crew of Bronze fleet will rank a place after the last crew of Silver fleet, and so on.

Comments: this paragraph applies to World Championships only.

For the European Championships and related *Event*, it shall be replaced by:

“There will be only one final official ranking list for the (*Event*) in each category (men and mixed, women). The crews having entered the Medal race (or the first ten crews of the fleet Gold) will rank the first ten places, the first crew having entered the Last race (or the crew ranked eleventh of the fleet Gold) will rank eleventh, the first crew of Silver fleet will rank a place after the last crew of Gold fleet, the first crew of Bronze fleet will rank a place after the last crew of Silver fleet, and so on. Then, the final official ranking lists of the European Championship for the men and mixed crews and of the Women's European Championship will be deducted from the respective final official ranking lists of the (*Event*), by deleting the crews who are not originating from a European nation, or from a nation of the Mediterranean Basin having a National 470 Class Association.”

For the Junior World Championship, it shall be replaced by:

“There will be only one final official ranking list for the regatta in each category (men and mixed, women). The crews having entered the Medal race (or the first ten crews of the fleet Gold) will rank the first ten places, the first crew having entered the Last race (or the crew ranked eleventh of the fleet Gold) will rank eleventh, the first crew of Silver fleet will rank a place after the last crew of Gold fleet, the first crew of Bronze fleet will rank a place after the last crew of Silver fleet, and so on. When all categories have sailed together, the final official ranking list of each category will be deducted from the overall final ranking list of the regatta by deleting the crews who are not of the relevant category.”

For the Junior European Championship and related *Event*, it shall be replaced by:

“There will be only one final official ranking list for the (*Event*) in each category (men and mixed, women). The crews having entered the Medal race (or the first ten crews of the fleet Gold) will rank the first ten places, the first crew having entered the Last race (or the crew ranked eleventh of the fleet Gold) will rank eleventh, the first crew of Silver fleet will rank a place after the last crew of Gold fleet, the first crew of Bronze fleet will rank a place after the last crew of Silver fleet, and so on. Then, the final official ranking lists of the Junior European Championship for the men and mixed crews and of the Junior Women's European Championship will be deducted from the respective final official ranking list of the (*Event*), by deleting the crews who are not originating from a European nation, or from a nation of the Mediterranean Basin having a National 470 Class Association. When all categories have sailed together, the final official ranking list of each category will be deducted from the overall final ranking list of the (*Event*) by deleting the crews who are not of the relevant category.”

- 13.5** - A boat assigned to compete in the Medal race of the fleet Gold shall make a genuine effort to start, sail the course and finish. The penalty for a breach of this instruction will be ranking the boat tenth in the regatta.

14. – Support boats

14.1 - Coaches, team leaders and representatives from participating nations shall confirm their registration at the Regatta Office before the first racing day. They shall provide at the same time the Regatta Office with their national flag (around 120 cm x 80 cm) and their national anthem on CD-ROM, for the Opening Ceremony.

14.2 - Support boats shall fly a flag with their three national letters clearly displayed, or shall be permanently marked with a sticker of their three national letters on each side of the boat.

15. – Prizes and titles

Prizes will be awarded to the first, second and third crews of the (*Event*) by the (*organiser*).

Comments: this sentence applies to European Championships and to Junior European Championship only, and has to be deleted for other Championships.

The first crew of the final official ranking list of each Championship will be declared:

*“470 Class Men’s World Champion”, or
“470 Class Women's World Champion”, or
“470 Class European Champion”, or
“470 Class Women's European Champion”, or
“470 Class Junior World Champion”, or
470 Class Junior Women's World Champion, or
“470 Class Junior European Champion”, or
470 Class Junior Women's European Champion*

Comments: right title(s) has (have) to be chosen from this list.

Medals will be awarded to the first, second and third crews of each Championship by the International 470 Class Association.

Special memento will be awarded to the first crew of the fleet Silver and of the subsequent fleets by the Organising Authority.

16. – Disclaimer of liability

Competitors participate in the regatta entirely at their own risk. See Racing Rule 4, Decision to race. The Organising Authority and all parties involved in the regatta organisation will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

17. – Insurance

Each participating boat shall be insured with valid third party liability insurance with a minimum cover of (*suggested amount: 1,5 Million*) Euro per event or equivalent.

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A certificate of such insurance shall be shown during registration.

18. – Accommodation and miscellaneous

Comments: this article shall include relevant information related to accommodation (in particular specifying if tents and camping-cars are allowed on the car park), and to transportation and to custom clearances for boats coming from overseas, that the Organising Authority has to make as easy as possible. In addition, for the Junior World Championship, this article shall include the details for chartering at least five competitive and reasonably priced boats.

Other information to be included are as follows: e.g. details for local repair facilities and chandleries

Any additional information may be included according to Organising Authority wishes. If weather conditions are given, it has to be specified that this information is indicative only.

7. - STANDARD SAILING INSTRUCTIONS

Later

**8. - STANDARD DOCUMENTS
TO BE POSTED AND/OR DISTRIBUTED**

Later

**9. - STANDARD AGREEMENT BETWEEN
ORGANISERS AND CLASS ASSOCIATION**

Later