



International Etchells Class Association Championship Event Manual

Guidelines Governing the World Championship and other Sanctioned Events

Last Updated: July 2023

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USE OF THIS EVENT MANUAL

Section A is mandatory rules for sanctioned events.

Section B provides guidelines for the Organising Authority, which should be followed as far as practical.

Section C provides guidelines for the IGC as well as for Fleets wishing to bid for a major championship.

PURPOSE

These guidelines are provided by the International Etchells Class Association (IECA) for the host organizing authority to ensure each World Championship or Major Championships is competed for with similar terms, racing format and rules, that produces fair and consistent racing to determine worthy Etchells championship winners.

The purpose of the World Championship is to determine an annual champion for the entire International Etchells Class through competition among selected representatives of all fleets.

This document should be read in conjunction with the World Sailing documents; the Racing Rules of Sailing (RRS), the Equipment Rules of Sailing (ERS), as well as the International Etchells Class Rules and International Etchells Class Association Constitution.

PART A – CHAMPIONSHIP RULES

1. CLASSIFICATION OF EVENTS

These rules apply to IECA Sanctioned Events. An IECA Sanctioned Event is an established event of inter-fleet character officially recognised by the IECA.

Sanctioned Events are classified as follows:

- Class A — The World Championship,
- Class B — A championship of continental or national scope;
- Class C — A district or regional championship.

2. ELIGIBILITY FOR SANCTIONED EVENTS

Eligibility for the World Championship

- 1) The event is open to all boats of the Etchells Class, with a valid measurement certificate.
- 2) All crew shall all be members of the International Etchells Class Association. See Constitution.
- 3) The skipper shall be an Owner member.
- 4) In addition to NOR 6.1 Guest Skippers may enter the event. A Guest Skipper is a Skipper, but for the purposes of these guidelines being a Non-Owner, the Guest Skipper must:
 - a. be age 29 or under as of 1 January of the year of the event; and
 - b. borrow or charter a boat from an Owner or entity in good standing in the Fleet; and
 - c. be at least a Non-Owner Class Member
- 5) The Skipper shall be:
 - a. be an Owner Member of the Fleet they represent and be so registered with the Etchells Class National Association prior to the first race of their Fleet's qualification races.
 - b. have sailed as a Skipper in their Fleet's Worlds qualification races unless approved by the IGC.
 - c. not have attempted to qualify for the applicable World Championship as a Skipper, in a fleet other than the one being represented during the six months prior to the first race of the World Championship.
 - d. A Skipper belonging to more than one fleet may compete for qualification in one fleet only, which shall be the Fleet sailing the earliest qualifying series, unless such Skipper advises the Fleet Captain of such Fleet in writing before the first race in that qualifying series that they will not be competing for qualification in that series.
- 6) The number of boats for which IECA Owner Member dues have been paid shall be the number used by that fleet for World's fleet allocation, and the cut-off date for counting the number of boats in the fleet will be no later than the closing date of entry for the World Championship. (Note: "counted for qualification" means a boat as well as a Skipper belonging to more than one fleet is counted for entry allocation only in the fleet in which they are competing for qualification.)
- 7) Notwithstanding any other provisions of these guidelines for the World Championship, the IGC may approve a request to compete in the World Championship that is received at least 3 months before the event from an isolated Owner Member not able to enter through an existing Fleet, upon such conditions as the IGC may require from that entry. Such conditions may, at the discretion of the IGC, include, among other criteria, such Active Member's:
 - a. historic involvement in the Etchells class,
 - b. ability to participate in "Qualifying Events",
 - c. limited (or, potentially, the absence of any) prior use of this provision and
 - d. The helm of a boat shall comply with the requirements of being an Active Skipper, Guest Skipper, or Co-Skipper as detailed in the Notice of Race.

3. ENTRY FOR WORLD CHAMPIONSHIP — ALLOCATION AND PROCEDURE

- 1) The Entry Allocation for each Fleet and Qualifying Event shall be determined by the IGC in consultation with the Organising Authority at least eight months prior to the first race of a sanctioned Class A event, with the intent of achieving a 75-boat fleet for a World Championship. The IGC may increase the allocation prior to the World Championship if entries do not meet expectations.
- 2) Each Fleet shall annually designate a series of qualification races to be held on its home waters (minimum of 5 completed races) to determine those Skippers (and Co-Skippers) eligible to enter the World Championship subject to the allocation as specified above.
- 3) A “Qualifying Event” is any completed national or continental championship approved by the current chair of the IGC or designated by a National Association as a “Qualifying Event” at least 30 days prior to such Qualifying Event and occurring during the 365-day period preceding the applicable World Championship. Any Active Skipper who is a defending World Champion, a previous World Champion, a previous Top Corinthian skipper, a Life Member or the current Chair of the IGC may enter a World Championship without qualifying through a fleet or Qualifying Event. A previous Top Corinthian skipper must race as a Corinthian team.
- 4) At all fleet qualifying series and Qualifying Events, all competitors must sign the IECA Code of Conduct.
- 5) Any Active Skipper (or Co-Skipper of the same boat) may gain entry to a World Championship if they qualify through a Qualifying Event based on the requirements and may enter a World Championship without having to sail in their Fleet’s qualification races.
- 6) The skippers as per clause 3) above shall not be counted as part of their Fleet’s World Championship entry allocation but shall be included as members of their applicable Fleet for purposes of determining the number of boats in their respective fleet. They shall meet all other requirements of these rules at the time of such World Championship.
- 7) If competitors in a Qualifying Event have already qualified then they are not counted in the qualifying boat allocation for that event.
- 8) In the situation where no earlier than 3 months before the event it is apparent that the likely level of participation will be less than desirable, the IGC is given absolute discretion to accept entries that do not otherwise qualify. In considering whether to grant such approvals the IGC will take into consideration the importance of not undermining the role of qualification through Fleet series or Events or otherwise being detrimental to the Class. The IGC has the power to impose conditions on such entries as it considers appropriate.
- 9) Entries for a World Championship shall be submitted to the IGC and Organising Authority by Fleet Captains
- 10) No entry for a World Championship can be considered as final until the entry’s eligibility has been verified by the Organizing Authority with the International Etchells Class Executive Secretary.

4. RACE COMMITTEE AND INTERNATIONAL JURY FOR A WORLD CHAMPIONSHIP

- 1) The Principal Race Officer selected for the World Championship Race Committee is subject to ratification by the IECA IGC no later than 8 months in advance of the championship. The Principal Race Officer shall be a World Sailing International Race Officer.
- 2) The World Championship International Jury shall be constituted in accordance with RRS 91(b) and Appendix N.
- 3) The International Jury Chair and Principal Race Officer shall, at the conclusion of each day’s racing, upon reaching shore, be available for no less than one hour at a previously designated place for the purpose of receiving comments from the competitors, IECA representative and the Organizing Authority on matters regarding the conduct of the championship series.

5. RACING CONDITIONS AND PROCEDURES

- 1) Race Documents and IGC Approval
 - a. The Notice of Race (NOR) and Sailing Instructions (SIs) for any sanctioned event shall be written in English using the Class templates.
 - b. The Standard World Championship NOR template should be used for Class B or C events with the following provisos. The following sections are not mandatory; 1.7, 1.8, 6.3, 10.2, 14.2. The number of races in 15.1 may be amended in accordance with guidance provided in the Championship Event Manual. 24.1 will be replaced with the relevant list of prizes.
 - c. The Standard Word Championship SIs template should be used for Class B and C events with the following provisos. The Time Limits and Target times in 16, and the number of races in 18 can be changed as allowed for in these guidelines.
 - d. For any sanctioned event, the Notice of Race and Sailing Instructions shall not amend or override Etchells Class Rules without the prior approval of the WORLD SAILING and the IECA. (WORLD SAILING Regulation 10.5(f)).
 - e. The Organizing Authority for all Class A events, World Championships, shall prepare and submit to the IGC for its approval the proposed format and schedule for racing, the draft Notice of Race, the draft Sailing Instructions and the Organizing Authority's plan for safety management.
 - f. The NOR or SIs should ensure compliance with the remainder of this Section.
- 2) Number of Races (guidelines)
 - a. The World Championship series is governed by the Standard Notice of Race.
 - b. Class B events shall consist of either (a) a minimum of six, and no more than nine, completed races, with each boat discarding its worst race as described in (a) of this section; or five races with worst race discarded; but with a minimum of four races completed, all to count, to constitute a series.
 - c. Class C events shall consist of not more than nine completed races with each boat discarding its worst race as described in (1) of this section. A minimum of three races with no worst race discard must be completed to constitute a series.
- 3) Courses
 - a. Courses are defined in the Standard Sailing Instructions.
 - b. Races shall be held as far as possible from headlands, shoals, obstructions and aids to navigation to minimize local wind and current effects but in the interests of safety and practicality may be held in estuaries. Unless otherwise specified, government marks and aids to navigation must be passed on the required or channel side.
 - c. The length of the windward legs shall be determined after taking into consideration the geographic location of the course and the prevailing wind and sea conditions but in Class A events the first windward leg shall be not less than 1.5nm. Shorter legs may be used in Class B and C events depending on the circumstances of the venue and conditions.
- 4) Time Limit Guidelines (refer Standard Sailing Instructions)
 - a. On days where one race is scheduled to be sailed in Class A events, Course 1 should be preferred.
 - b. On days where two races are scheduled to be sailed in Class A events, Course 2 may be preferred for the first race and Course 1 for the second race.
 - c. Reduced time limits for passing Mark 1 and finishing may be considered for Class B and C events.
- 5) Safety Considerations
 - a. Race Committees considering whether or not to start a race in Force 6 winds (22 – 27 knots) should also give consideration to sea state and water temperature and consider abandonment when a race which was started in acceptable conditions, sees building sea states or sustained Force 7 (28 – 33 knots) or higher winds or wind gusts.

6. EVENT EQUIPMENT INSPECTIONS FOR WORLD CHAMPIONSHIPS

- 1) Regatta Measurer.

The Regatta Measurer at a sanctioned event is appointed by the Organizing Authority except that at World Championships they are appointed by the International Etchells Class Association to plan and execute measurement of boats and sails. The Regatta Measurer need not be an Official Measurer, though that would be preferable.
- 2) The Regatta Measurer is to check all boats for compliance to the Class Rules and that their measurements have not changed since Certification, except as permitted in Section C of the Rules. Refer to the Measurement Guide.
- 3) The Regatta Measurer can measure any item that appears contrary to the Class Rules.

The regatta measurer is an Equipment Inspector and will appoint other Equipment Inspectors to carry out measurement at the event.
- 4) Prior to the event's measurement day(s) the Regatta Measurer shall supply the Organising Committee with:
 - a. A draft of the World Registration Measurement Forms.
 - b. Drawings for the sail measuring tables.
 - c. Instructions for sail measurement.
- 5) Equipment Inspections.

To enable execution of equipment inspections, each boat intending to race a World Championships must provide a copy of its latest Measurement Form to IECA. This will be required in the NoR.
- 6) The Regatta Measurer is responsible for measuring and inspection equipment as specified in the Measurement Guide, including;
 - a. Weighing scale with recently dated test report showing correction factor of 1kg increments over the range of 1,000kgs to 2000kgs.
 - d. Official Etchells keel templates.
 - e. Official Etchells rudder/skeg profile template.
 - f. Garboard measurement frame
 - g. Sail measurement tables/platforms.
 - h. All other measuring equipment necessary to facilitate the measuring and recording of the items listed below, as specified in the Measurement Guide.
- 3) The Regatta Measurer should ensure that there are sufficient equipment inspectors and equipment to carry out equipment inspection in the time allotted in the regatta schedule in the NOR.

Equipment Inspectors should be briefed in advance on how to carry out the required inspection.
- 4) At a Class A event the following items shall be inspected, measured and recorded in the appropriate unit of measurement and corrected if necessary before the first race of the series:
 - a. Complete Boat Weight — Rules C.6.1 and C.6.2.
 - b. Keel shape — Measurement Form Items 44 thru 47.
 - c. Mast —

Rule C.9.4 Measure from the top of the mast step to the **mast datum point** (upper edge of the lower black band on the aft edge of the mast). Subtract the Mast Bury from this number. The result is the distance from the **mast datum point** to Point "B" (min 725 mm, max 740 mm). Each boat's Mast Bury is recorded on its Measurement Certificate.
 - d. Boom — Rule C.9.5.
 - e. Spinnaker boom — Rule F.5.5.
 - f. Bulkhead access hole covers and gaskets — Measurement Form Item 78 and Construction Plan.
 - g. Piercing of hull, deck or bulkheads — Rule D.2.3 and D.7.2.
 - h. Lightening the hull — Rule C.7.1.
 - i. Portable equipment — Rule C.5.

- j. All sails registered for the event, noting the limits on numbers of sails for the event. After inspection, sails should be indelibly marked in a way that compliance with the sail limitations and validity of each sail can be easily seen.
- 5) In addition to the mandatory items listed in 2) above, any other items may be inspected. The Equipment Inspectors should be particularly alert to the following items which may be measured (if appropriate) and recorded with descriptive commentary:
 - a. Rudder and skeg — Rule E.4.
 - b. Alteration to hull and keel — Rules C.7.1 and C.8.1.
 - c. Bent masts — Rule F.3.4.
 - d. Bent booms — Rule F.4.4.
 - e. Mast and boom construction — fittings and/or weldments that result in significant alteration of the bending characteristics — Rule F.2.2 and F.4.2.
 - f. Spreaders — Rule F.3.4.
 - g. Console — Rule D.9.2 and D.10.2.
 - h. Cockpit sole — Rule D.6.2 and D.10.2.
 - i. Bulkheads — Rule D.7.2 and D.10.2.
 - j. Hull and Deck Construction — Rule D.2.3
- 6) All items not in conformance with the Class Rule shall be reported to the Regatta Technical Committee Chair before the first race of the series.
- 7) Any measurements may be taken at Class B and C events, and should be taken where practical.
- 8) All measurement data recorded for each boat at a Class A or B event shall be submitted to the International Etchells Class Secretary immediately following the event. Include the Measurement Form item number and actual measurement(s).
- 9) The safety measurer shall check out items in the Class Rules Section C.3 and C.5.

7. WORLD CHAMPIONSHIP PERPETUAL TROPHIES AND PRIZES

- 1) World Championships Perpetual Trophies shall be held at a place to be determined each year by the IGC until the time of the next World Championship. It is the responsibility of the IGC to ensure the trophies are engraved with the winners' names and are available for presentation to the following year's winners.
- 2) The IGC retains title to these trophies and may impose any conditions necessary for their safe keeping.

PART B – GUIDELINES FOR THE ORGANISING AUTHORITY

1. INTRODUCTION

This section summarises the timelines and class requirements to assist organizing authorities when planning world championships.

The Etchells Worlds attracts top competitors from around the world. The strength of the Etchells Class falls into the hands of individual fleets and yacht clubs annually for a World Championship. This regatta creates significant expectations from competitors and often unique requirements for the Worlds' Organizing Authority.

2. SUMMARY OF ITEMS OVER WHICH THE IGC HAS FUNDAMENTAL CONTROL:

- 1) Regatta dates
- 2) Principal Race Officer selection
- 3) Fleet Entry Allocation
- 4) International Jury members
- 5) Notice of Race
- 6) Sailing Instructions
- 7) Measurement
- 8) Verification of Eligibility of Entries
- 9) Communication during the event
- 10) Worlds website (www.etchellsworlds.org)

3. TIMELINES

Five to Four Years

- 1) Regatta site selection:
 - a. The Host Fleet, with its National Association's approval, should submit a preliminary bid for hosting a World Championship to the International Governing Committee. The following items should be submitted:
 - Proposed venue
 - Proposed dates, e.g., month
 - Overview of fleet support
 - Letter/s from Yacht Club/s which will provide supporting facilities for the event
 - A map of the venue, showing the location of shore facilities and sailing area is helpful.
 - Description of surrounding area.

Note: The International Etchells Class awards the World Championship to a Fleet, not to a club.

Three Years

- 2) Full site selection package
 - a. Upon being selected as World Championship host based upon preliminary bid, the Fleet should prepare a full packet to IGC for review to include:
 - chart of racing area
 - shore facilities
 - marina and launching facilities
 - car parking and trailer storage during the event
 - availability and types of accommodations
 - outline of area attractions for sailors and guests
 - b. A core Organizing Authority with Event Chair should be appointed. This group will initiate the

subsequent steps in the planning process and should include Fleet members and representatives from the Yacht Club/s involved. This group will select the Event Chair, who does not have to be an Active Etchells member, but should be an outstanding organizer and familiar with the Class. The Fleet should not cede its authority or voting power on the Organizing Authority to others.

c. Sponsorship

Event sponsors should be considered as soon as possible in the planning process. Most large companies plan budgets a year or two in advance, so targeting sponsors and making proposals to specific potential sponsors is critical to gaining a title sponsor and supplemental sponsorship for the event.

Sponsors only give funding if they know they will get something in return. Let them know

- what the event is
- who the competitors will be (World Class racers' names help)
- where the event will be held
- Ubiquitous logo and website exposure
- with high profile sailors, spectator boat seats, etc.

d. Logo Design

An outstanding logo can be a big help in getting the message out. A great logo on all advertising, website, posters, letterhead, Notices of Race, Sailing Instructions, brochures, hats etc. creates a theme, helps sell the regatta and ensures a well remembered event. The logo should not be the burgee of the host YC.

Two Years

3) Regatta dates

- a. Exact dates for the event should be determined. Consideration of other significant events in the sailing world, e.g., Olympics, America's Cup, etc., should be given.
- b. Prior to distribution, regatta dates must be submitted to the IGC for approval no later than twenty-four months before the event.

4) Publicity

Regatta publicity is essential for good participation. As soon as dates have been approved, advance publicity sheets should be sent to all the International Class officers, all National Associations and Governors, the Class office for inclusion in the Newsletter and the Class website.

5) A web site is essential for regatta information. A template website hosted by the IECA is available and recommended for use by the host. Frequent updates are important. If a sponsor has been secured, the sponsor logo should be displayed on both the publicity sheets and website.

6) Charter Boats

The organisers together with the country's National Association should look for Charter boats and make this information available vis the regatta website.

7) Shipping

Shipping arrangements must be organized.

Eighteen Months

8) PRO selection

Early selection of the event PRO is advised. The PRO input is essential in choosing both Race Committee and Jury members, and in composing the NOR and Sailing Instructions. PRO selection must be approved by the IGC.

9) International Jury Selection

IJs are often spoken for years in advance for major events. The process may take some time, so start early and use as many references to find jurors familiar with the Etchells Class as possible.

Proposed Jury selection is sent to the IECA Executive Secretary, which may have relevant information to assist in the process.

10) Event Committee formed

To assist the core Organizing Authority, committees and committee heads should be set up to oversee the many facets of the regatta.

Use the resources of the host fleet by including people who have had World regatta experience as well as new members.

Setting up a liaison with the current Worlds committee may prove helpful; no use reinventing the wheel. Finding out what systems and methods worked well at previous regattas is helpful not only to the Organizing Authority, but competitors like a good system that they are familiar with.

Committees include;

- a. Race Committee
 - To include at least one Etchells Class member conversant with the rules.
- b. Registration
 - Devises and oversees the forms and process for advance and on site registration. Organizes bow numbers. Works closely with the Class office.
- c. Help / Hospitality
 - Arranges spectator boats; provides information and directions to doctors, hospitals, laundromats, saunas, banks, etc.
- d. Measurement
 - Works closely with Class Chief Measurer, organizes people, facilities and systems for measuring boats, sails, crew. Replicating good functional systems from previous Worlds makes the repeat competitor's life much easier.
- e. Launching / Mooring / Slips / Tie-ups
 - Organizes docking space or moorings for all competitors, develops plan to assigning space to entrants, and arranges for bottom washing in water or whatever is allowed by Sailing Instructions.
- f. Trailer storage and Land logistics
 - Works closely with Launching / Mooring committee, facilitates smooth flow of boats, vehicles and people. Assures secure trailer storage.
- g. Fund Raising
 - Ideally, title sponsor is already in place; this group seeks additional minor sponsors. Develops clothing line for sale and sailors gift packets; sells space for and creates regatta brochure.
- h. Publicity, Media and P/R
 - Develops website; works with Fund Raising on regatta brochure. Contacts local and sailing media with advance notice of event and regatta reports during event.
- i. Social
 - Plans social events and after race activities.
- j. Housing
 - Arranges billeting with local fleet members or friends of the Class. Organizes package deals with local hotels, inns, B & B's, etc.
- k. Finance
 - Develops budget for entire event, may set up special event bank account or set up Chart of Accounts within accounting of host club. Provides input on setting Registration fees for entries.

Twelve Months

- 11) Entry Allocation determined
 - a. No later than eight months prior to the championship, the host fleet should submit to the IGC a target percentage it wants to see at the Championship. This percentage should - based on evaluating probable participation - bring to the regatta a target number of 75 competitors. A check with the Class office may help determine a ballpark figure of how many boats may come from various fleets.
 - b. This percentage may subsequently be increased should numbers warrant, but it may not be decreased, at a later time. The IGC is usually guided in its decision to approve by the host fleet's recommendation.
 - c. Allocation for Worlds entries must be approved by the IGC.
- 12) Race Committee Selection

The Race Committee must include an Etchells Class member conversant with the rules of the Class. The Chairman of the Race Committee is approved by the IGC. (*See PRO selection above.*)
- 13) Notice of Race
 - a. The Standard Notice of Race should be used as a base.
 - b. The Notice of Race must be submitted to the IECA Executive Secretary for IGC approval eight months before the event.
 - c. NOR and online Entry Form should be placed on the website for downloading and use.

Six Months

- 14) Jury Selection Completed
 - a. Head Judge should have been determined. Jury should be finalized.
 - b. Final jury panel must be submitted to the IECA Executive Secretary for IGC approval.
 - c. Head Judge and Jury Secretary should be furnished with links to the online NoR and current CR.
- 15) Regatta Measurer and Regatta Technical Committee appointed
 - a. Connect regatta measurer with Class Measurer.
- 16) Promotional Distribution

Promotional material about the regatta should be sent to Active members worldwide.
- 17) Accommodations

Advance contact with local hotels/inns should be made; arrangements for package deals for competitors should be made.
- 18) Publicity Updated

Website and regatta notices should be updated with information on whom to contact for what e.g., Entry Forms, Registration, etc.
- 19) Coordinate with host Yacht Club

The host club needs to be alerted to any special needs for the event.
Arrange a private room for the Jury and facilities for the Jury Secretary. This space must be available from the Hearing Room, if possible.

Four Months

- 20) Sailing Instructions
 - a. The Standard Sailing Instructions should be used as a base.
 - b. Sailing Instructions must be submitted to the IECA Executive Secretary for IGC approval.
- 21) Perpetual Trophies

Contact Class office regarding arrangements for return of previous year's perpetual trophies, which are under jurisdiction of the IGC. Designate one person to whom all trophies being shipped to the event will be addressed. This person needs to be responsible for their safekeeping from receipt until the time of presentation.

22) Website update -

The most recent information regarding the regatta should be available on the regatta website

Two Months

23) Regatta Brochure and /or website information

Sections may include

- the schedule
- a short history of the Class
- previous Champions
- a list of competitors with sail numbers and hometowns
- information about the venue and host club
- letters of welcome from local dignitaries and Class Chairman
- list of chandlery, sail repair and services available
- tide charts and any special wind and current “local knowledge” information
- members of the Jury and PRO/RC information
- a list of local restaurants and points of interest plus a map are helpful

24) Media Contacts

Make contact with media providers and finalise arrangements.

25) Eligibility of Entrants

The eligibility of all entries must be verified by the International Class Executive Secretary.

26) Measurement Site

Measurement sites for boats, spars and sails need to be well planned and have adequate space for lots of people and their gear. Co-ordinate with the Launching, Trailer, and Registration Committees to assure efficient flow through the Measurement process for the competitors.

27) Registration and Crew weigh in

All entries should be pre-registered.

- a. Have on hand a sketch of measurement sites and flow, notice board, parking, weigh-in etc., so competitors know where to go for what.
- b. Develop a system for validating Hull & Spar Certificates and Sail Measurement Certificates without collecting them for the duration of the regatta.

PART C – SELECTION OF A VENUE FOR THE WORLD CHAMPIONSHIP

1. PLACE, DATES & NOTICE OF RACE

- 1) The IGC shall designate the place of the World Championship, with tentative dates to be set four years in advance and definite dates to be set no less than two years in advance, selecting a location with suitable facilities and racing conditions from among those fleets, yacht clubs or organizing authorities willing and able to hold the event, except:
 - a. It shall not be held in the same waters for two consecutive years;
 - b. It shall not be held in the same district for more than two consecutive years;
 - c. It shall not be held on the same continent for more than three consecutive years.
- 2) The responsibility for arranging and providing suitable facilities, prizes and entertainment rests with the fleet, yacht club or organizing authority holding the event and the related Etchells Class National Association. In this regard all shall cooperate with and be guided by the IGC. A Notice of Race shall be prepared in accordance with the RRS and Championship Handbook and shall be forwarded to all fleets at least eight months prior to the first race of the championship.
- 3) The place of Class B championships shall be determined by the Etchells Class National Associations involved. A Notice of Race is required.
- 4) A Class C championship should not be held by the same fleet, yacht club or organizing authority for more than two consecutive years, unless otherwise provided for by established precedent or by written agreement adopted by a majority of the fleet secretaries concerned and filed with and approved by the Etchells Class National Association.

2. CRITERIA FOR GRANTING A WORLD CHAMPIONSHIP TO AN IECA FLEET AND ORGANISING AUTHORITY

The World Championship organizing committee of any fleet wishing to organize and host a World Championship must provide a submission covering the following subjects. The International Governing Committee (IGC) must be satisfied with each section of the submission.

- 1) **VENUE** - The waters on which the World Championship is to be held should satisfy the requirements below. The IGC shall designate the place of the World Championship, with tentative dates to be set four years in advance and definite dates to be set no less than two years in advance, selecting a location with suitable facilities and racing conditions from among those fleets, yacht clubs or organizing authorities willing and able to hold the event, except:
 - a. it shall not be held in the same waters for two consecutive years;
 - b. it shall not be held in the same district for more than two consecutive years;
 - c. it shall not be held on the same continent for more than three consecutive years.
- 2) **SHORE FACILITIES** - The following facilities must be provided:
 - a. suitable launching, docking and hauling out facilities with fresh water supply
 - b. registration area
 - c. competitors meeting area
 - d. protest and meeting rooms
 - e. signal mast ashore, adjacent to boat docking
 - f. boat and sail measurement area
 - g. secure trailer park and storage



- h. open access Wi-Fi coverage
 - i. adequate catering and social areas
 - j. secure competitor car parking
 - k. sufficient accommodation options for competitors
 - l. good travel infrastructure for national and international travel
 - m. nearby shipping port and logistics facilities
- 3) THE ORGANIZING COMMITTEE shall have the responsibility for arranging and providing suitable facilities and prizes. Entertainment rests with the fleet, yacht club or organizing authority holding the event and the related Etchells Class National Association.
- 4) THE ORGANIZING AUTHORITY shall:
- a. be responsible for preparing and submitting to the IGC for its approval, the schedule for racing, the draft Notice of Race and the Organizing Authority's plan for safety management. Prepare the Notice of Race and after approval by the IECA IGC, shall be forwarded to all fleets at least eight months prior to the first race of the championship.
 - b. provide a Race Committee with sufficient resources to run the racing.
 - c. arrange an International Jury.
 - d. provide accommodations for all members of the International Jury and other Race Officials (International Race Officer and Class Measurer), for the duration of the championship and shall arrange for the reimbursement of reasonable travel expenses. The International Etchells Class will reimburse the Organizing Authority for the travel expense of the farthest travelling member of the IJ
 - e. provide sufficient resources, space and organisation for all Equipment Inspections, registration and administration support.
 - f. demonstrate suitable resources, organization and financial planning to host and run the event
 - g. organize appropriate media coverage of the event, to include world wide access to racing coverage and event updates as well as promotion of the class.
 - h. follow the guidelines summarized within this document. In this regard all stakeholders shall cooperate with and be guided by the IGC.
- 5) SUMMARY OF ITEMS OVER WHICH THE IGC HAS FUNDAMENTAL CONTROL:
- a. regatta dates
 - b. fleet Entry Allocation
 - c. Principal Race Officer approval
 - d. International Jury members approval
 - e. Notice of Race approval
 - f. Sailing Instructions approval
 - g. Equipment Inspection procedures and controls