

## **APPENDIX A** (Updated April 2019 and May 2019)

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

#### **1. PURPOSE**

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

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

A. The winner of the World Championship Series shall be awarded a perpetual trophy known as the Founders Trophy for the International Etchells Class World Championship. A perpetual trophy shall also be awarded to the individual race winner of each of the scheduled races, and to the winners of the Masters Division, the Seniors Division, the Grand Masters Division, the Bill Munster Sportsmanship Trophy, the Corinthian Cup, the top female helm, and the Next Generation Trophy.

B. These trophies shall be held at a place to be determined each year by the IGC until the time of the next series. 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.

C. The IGC retains title to these trophies and may impose any conditions necessary for their safe keeping.

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

A. Definitions. A Sanctioned Event is an established event of inter-fleet character at which all the rules of the International Etchells Class apply. An Open Event is one at which all rules of the International Etchells Class apply except eligibility requirements.

B. Sanctioned Events are classified as follows:

- (1) Class A — The World Championship;
- (2) Class B — A Championship of continental or national scope;
- (3) Class C — A District or regional championship.

C. In accordance with WORLD SAILING Regulation 20.5.1, no advertising shall be displayed pursuant to WORLD SAILING Regulation 20.3.2 (Advertising chosen by the Person in Charge on hulls, spars and sails) in all Etchells Class Sanctioned Events.

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

A. World Championship. The IGC shall designate the place of the World Championship, with tentative dates to be set four years in advance and definite dates to be set no less than two years in advance, selecting a location with suitable facilities and racing conditions from among those fleets, yacht clubs or organizing authorities willing and able to hold the event, except:

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

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

The responsibility for arranging and providing suitable facilities, prizes and entertainment rests with the fleet, yacht club or organizing authority holding the event and the related Etchells Class National Association. In this regard all shall cooperate with and be guided by the IGC. A Notice of Race (see Appendix B) shall be prepared in accordance with RRS 89.2(a) and shall be forwarded to all fleets at least four months prior to the first race of the championship.

B. The place of Class B championships shall be determined by the Etchells Class National Associations involved. A Notice of Race is required.

C. A Class C championship should not be held by the same fleet, 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.

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

A. The World Championship Race Committee shall include at least one Etchells Class member fully conversant with the rules and procedures of the Class, who shall advise the Race Committee Chairman as may be considered helpful on all decisions afloat or ashore affecting the conduct of races and shall serve as the principal liaison officer between the Race Committee and the International Jury. The principal race officer selected for the World Championship Race Committee is subject to ratification by the International Governing Committee no later than 8 months in advance of the regatta.

B. The World Championship International Jury shall be constituted in accordance with RRS 91(b) and Appendix N, with the additional provision that at least one member of the International Jury shall be an Etchells Class member conversant with the rules and procedures of the Class. In the event of disagreement between the International Jury and the Race Committee, the decision of the International Jury shall govern.

C. The Etchells Class member serving on the International Jury shall, at the conclusion of each day's racing, upon reaching shore, make himself available for no less than one hour at a previously designated place for the purpose of receiving comments from the competitors on matters regarding the conduct of the championship series. The conduct of these meetings shall be at the discretion of the International Jury but shall not inhibit the expression of legitimate opinion. Any matters brought to the attention of the International Jury through these meetings shall be acted upon solely at the discretion of the International Jury.

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

A. Definitions

(1) Active Skipper: a person who is:

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

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

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

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

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

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

(3) Guest Skipper is an Active Skipper but for the purposes of this Appendix being a non-owner, the Guest Skipper must:

(a) be age 25 or under as of 1 January on any calendar year; and

(b) borrow or charter a boat from an owner or entity in good standing in the Fleet; and

(c) adhere to the International Class Rules and to Appendix A; and

(d) be at least an Associate Class Member.

B. Eligibility: The Skipper, Guest Skipper, and each Co-Skipper shall:

(1) be an Active Skipper, Guest Skipper, or Co-Skipper, as defined in Article 6A of this Appendix, 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;

(2) have sailed as an Active Skipper, Guest Skipper, or Co-Skipper in their Fleet's Worlds qualification races unless they qualify pursuant to 7.C(1) or 7.C(2);

(3) not have attempted to qualify for the applicable World Championship as an Active Skipper, Guest Skipper, or Co-Skipper in a fleet other than the one being represented during the six months prior to the first race of the World Championship. A Skipper, Guest Skipper, or Co-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 Active Skipper, Guest Skipper, or Co-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. An Active Skipper, Guest Skipper, or Co-Skipper shall pay dues to IECA as a member of only one Fleet; that Fleet shall be the fleet in which the Skipper, Guest Skipper, and Co-Skipper shall be counted for qualification. The number of boats for which IECA Active Member dues have been paid shall be the number used by that fleet for World's fleet allocation, 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.)

(4) have had their eligibility requirements certified by their Fleet Captain including compliance with all eligibility requirements prior to the first race of the series;

(5) Notwithstanding any other provisions of this Appendix, the IGC may approve a request to compete in an A or B Event received at least 3 months before the event from an isolated Active Member not able to enter through an existing fleet, upon such conditions as the IGC may require from that entry. 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) contributions toward the expansion of the Etchells class in their local area;

(6) WORLD SAILING eligibility of skippers (co-skippers) in any Etchells World or Continental championship pursuant to the RRS is accomplished by their required Active Membership in the International Etchells Class; and

(7) The helmsman of a boat shall comply with the requirements of a Skipper or Co-skipper as detailed in (1) and (2) above.

#### C. Eligibility: Crew members

Crew members in any Etchells Class A or B event shall be Associate (or Active) Members of the International Etchells Class as of the first race in which they sail, to fulfill their WORLD SAILING eligibility pursuant to the RRS. It is a Class Rule requirement that all crew shall be IECA Associate (or Active) members for all Class sanctioned events.

### **7. ENTRIES — ALLOCATION AND PROCEDURE**

A. The Entry Allocation for each existing Fleet shall be determined by the IGC eight months prior to the first race of a sanctioned Class A event, with the intent of achieving a 75 boat fleet for a World Championship. The IGC may increase the allocation prior to the World Championship if entries do not meet expectations.

B. Each Fleet shall annually designate a series of qualification races to be held on its home waters (minimum of 5 completed races) to determine those Skippers (and Co-Skippers) eligible to enter the World Championship subject to the allocation as specified above. Requirement of Appendix F.2 applies. All other matters pertaining to this qualification series shall be under the jurisdiction of each Fleet.

C. (1). Any Active Skipper who is a defending World Champion, a previous World Champion, a Life Member or the current Chair of the IGC may enter a World Championship and they shall not be required to sail a World Championship qualifying event – e.g. as per clause 6.B.(2) or 7.C.(2).

(2). 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 set out in clause 7.C.(4) and may enter a World Championship without having to sail in their Fleet's qualification races as per 6.B.(2).

(3). The skippers as per clause 7.C.(1) and 7.C.(2) 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.

(4). An Active Skipper (or Co-Skipper of the same boat) may qualify through a Qualifying Event if they finish within the top “Designated Percentage” of a “Qualifying Event” (with such “Designated Percentage” (a) to be equal to the percentage used for the Entry Allocation applicable to existing fleets and (b) to be measured including any Active Skipper (or Co-Skipper of the same boat) that, as of the completion of such Qualifying Event, already qualified for such World Championship in the absence of such Qualifying Event in the denominator, but otherwise excluding from the calculation any Active Skipper (or Co-Skipper of the same boat) that, as of the completion of such Qualifying Event, already qualified for such World Championship in the absence of such Qualifying Event; for example, in the case of a boat that finishes 6<sup>th</sup> in a Qualifying Event in which each of the top five finishers otherwise previously qualified for such World Championship and for which the Entry Allocation would permit seven qualifiers, such boat would be entitled to the first of seven qualifying positions).

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.

(5). 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.

D. Entries to sanctioned events shall be submitted on an approved entry form (Appendix C) or online or by another form approved by the IGC. An entry shall be accepted only upon receipt of the entry form, duly completed, and on payment of the prescribed entry fee. The Organizing Authority may refuse to accept an entry received later than 21 days before the first race of a World Championship or later than 14 days before the first race of a sanctioned B event.

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

## **8. DESIGNATION AND SUBSTITUTION**

A. Skipper and Co-Skippers entering the series shall sail throughout.

B. There shall be three or four persons on each boat and their total combined weight as measured wearing light clothing, the minimum being outerwear shorts and t-shirt, shall be no more than 285 kgs. The crew shall be designated as such, and a non-Skipper shall only operate the helm when necessary during an emergency. Crew starting the series shall sail throughout unless permission has been obtained from the International Jury or Race Committee, if no Jury, to substitute specific crew for specific races. Each Skipper/Co-Skipper wishing to substitute crew during the series shall inform and obtain

permission from the Chairman of the Jury, or Race Committee, if no Jury, not later than two days before the first race in which the substitute crew will be racing, and this schedule shall not be altered. Permission for any other crew substitution shall be obtained from the Jury or Race Committee, if no Jury, before each race, and such permission shall be denied if unfair advantage is gained thereby or if the substitution is not an absolute necessity.

C. In all Class A events, all Co-Skippers for the series shall have qualified as Co-Skippers, but not all such Co-Skippers are required to enter. (Example: three Co-Skippers qualify one boat. That boat may be entered and sailed in the series by one of them, by two of them or by all three of them.) All entering Co-Skippers shall inform the Chairman of the Jury not later than two days before the first race which of the Co-Skippers is to act as skipper for each race, and this schedule shall not be altered. The co-skipper schedule shall be posted on the Official Notice board. Two or more Co-Skippers shall not share the helm in any one race, other than when necessary during an emergency.

## **9. SAILS AND EQUIPMENT**

A. No more than 1 mainsail, 2 jibs and 2 spinnakers, all of which shall have been previously acquired and measured in accordance with Class Rules, shall be presented and used by a Skipper at any time during a Sanctioned Event. A Skipper shall use only those sails presented, and they shall not be recut or altered during the event.

B. In all Class A events, each sail presented shall be re-measured and approved by an official measurer immediately prior to the event, and shall not thereafter be recut or altered during the event. After such re-measurement, repairs to sails pursuant to all applicable rules are permissible only upon prior approval of the International Jury.

C. Each sail presented for re-measurement shall have the date of acquisition and certifying measurer's initials recorded near the tack in indelible waterproof marking. Each entering Skipper shall present to the event sail measurer an Etchells Sail Measurement Certificate (Sail Acquisition Form) in compliance with Class Rule C.10.3 signed by an IECA approved Sail Measurer. This Certificate shall also show the boat's hull number, sail number, owner's name, and a listing of all sails acquired during the current and previous two calendar years, and also including all sails presented for the event, showing type of sail (main, jib or spinnaker), sailmaker and the date of acquisition.

D. Class Rule C.10.3 (h) requires that sails used in Etchells class racing shall comply with the boat's sail acquisition rights and shall be registered to the boat correctly with sail number and hull number matching except as determined and published by the IECA.

The IGC has granted the following exceptions:

- (a) A Skipper may use any hull (including a chartered hull) that is correctly registered and complies with the certification requirements of Class Rule B.1 in their fleet qualifying races, and may use any hull (including a chartered hull) that is correctly registered and complies with the certification requirements of Class Rule B.1 in the World Championship.

(b) A Skipper must use in the World Championship sails registered under the Sail Measurement Certificate (Certificate A) that was submitted in their fleet's qualifying. If this Skipper sells such boat to a third-party during the period between commencement of such qualifying races and such World Championship, such Skipper may apply to the IGC to use sails registered under the Sail Measurement Certificate of another boat owned by such Skipper (Certificate B) in the World Championship. IGC approval is granted at its absolute discretion and is subject to the Skipper submitting his application to the IGC no later than two (2) months before the commencement of registration for the World Championship and providing satisfactory evidence that they will not gain any advantage from the change.

(c) A Skipper may use any hull (including a chartered hull) that is correctly registered and complies with the certification requirements of Class Rule B.1 in any Class B or Class C event, subject to using sails registered under a Sail Measurement Certificate in that Skipper's name.

E. If, through no fault of its personnel, a boat's hull or spar or sail is rendered incapable of continuing the series, the Skipper may petition the Jury for permission to substitute a replacement hull or spar or sail for the remainder of the series. Such permission shall be denied if unfair advantage is gained thereby or if the substitution is not an absolute necessity.

F. No sail may be used in any World Championship that does not conform with the minimum cloth weights of the Class Rules which are in effect as of 1st March preceding the event.

## **10. BOAT MEASUREMENTS**

A. Measuring Equipment. The Fleet and the Etchells Class National Authority holding the event are responsible for obtaining, testing and certifying the accuracy of the following items of measuring equipment.

- (1) Weighing scale with recently dated test report showing correction factor of 1kg increments over the range of 1,000kgs to 2000kgs.
- (2) Official Etchells keel templates.
- (3) Official Etchells rudder/skeg profile template.
- (4) All other measuring equipment necessary to facilitate the measuring and recording of the items listed below.

B. At a Class A event the following items shall be measured and recorded in the appropriate unit of measure and corrected if necessary before the first race of the series:

- (1) Boat weight — Rules C.6.1 and C.6.2.
- (2) Keel shape — Measurement Form Items 44 thru 47.
- (3) Mast — Rule C.9.4. Measurement from mast step to upper edge of lower mast band, the combined measurement to be a minimum of 1480mm and a maximum of 1525mm. Measurement Form Items 31 (755mm-785mm) and 80 (725mm-740mm).
- (4) Boom — Rule C.9.5.
- (5) Spinnaker boom — Rule F.5.5.

- (6) Bulkhead access hole covers and gaskets — Measurement Form Item 78 and Construction Plan.
- (7) Piercing of hull, deck or bulkheads — Rule D.2.3 and D.7.2.
- (8) Lightening the hull — Rule C.7.1.
- (9) Safety equipment — Rule C.5.

C. In addition to the mandatory items listed in B above, any other items may be measured. The measurers should be particularly alert to the following items which may be measured (if appropriate) and recorded with descriptive commentary:

- (1) Rudder and skeg — Rule E.4.
- (2) Alteration to hull and keel — Rules C.7.1 and C.8.1.
- (3) Bent masts — Rule F.3.4.
- (4) Bent booms — Rule F.4.4.
- (5) 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.
- (6) Spreaders — Rule F.3.4.
- (7) Console — Rule D.9.2 and D.10.2.
- (8) Cockpit sole — Rule D.6.2 and D.10.2.
- (9) Bulkheads — Rule D.7.2 and D.10.2.
- (10) Hull and Deck Construction — Rule D.2.3

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

D. Any measurements may be taken at Class B and C events, and should be taken where practical. Visual inspection of items 6, 7 and 9 listed in (B) above shall be made.

E. All measurement data recorded for each boat at a Class A or B event shall be submitted to the International Etchells Class Secretary immediately following the event.

F. A boat shall be barred by the International Jury from entering the series for any obvious and uncorrectable non-conformity with the rules of the International Etchells Class.

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

### **A. Rules**

The official racing rules of the International Sailing Federation shall govern except as modified by the rules of the International Etchells Class and by the Sailing Instructions issued for the event. The published sailing instructions concerning courses, signals, rules and all other procedural requirements shall conform as closely as possible to those of the Standard World Championship Sailing Instructions (Appendix D). For any sanctioned event, the Sailing Instructions and Notice of Race shall not amend or override Etchells Class Rules without the prior approval of the WORLD SAILING and the IECA. (WORLD SAILING Regulation 10.5(f)).

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

(1) The World Championship series shall consist of a minimum of six, and no more than nine, completed races with each boat discarding its worst race. More than one race

may be sailed each day. The Low Point scoring system will be used. A minimum of six races need to be completed to constitute a series.

(2) Class B events shall consist of either (a) a minimum of six, and no more than nine, completed races, with each boat discarding its worst race as described in (l) of this section; or (b) five races with worst race exemption; but with a minimum of four races completed, all to count, to constitute a series.

(3) Class C events shall consist of not more than nine completed races with each boat discarding its worst race as described in (1) of this section. A minimum of three races with no worst race discard must be completed to constitute a series.

(4) In Class B and C events a race committee may shorten a series by canceling a race. The worst-race exemption, as applicable, as described in (2) and (3) above to apply.

#### C. Courses.

(1) Courses 1-2 described in Appendix D shall be the courses used in Class A events, and are recommended for Class B and C events. (2) Races shall be held as far as possible from headlands, shoals, obstructions and aids to navigation to minimize local wind and current effects but in the interests of safety and practicality may be held in estuaries. Unless otherwise specified, government marks and aids to navigation must be passed on the required or channel side.

(3) The length of the windward legs shall be determined after taking into consideration the geographic location of the course and the prevailing wind and sea conditions but in Class A events it 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.

#### D. Time Limit.

(1) On days where one race is scheduled to be sailed in Class A events, Course 1 should be preferred. If no boat finishes Course 1 within four hours from the starting signal, that race shall be declared no contest. If one boat finishes within the time limit, the race shall stand and only those competitors that finish within 60 minutes of the first boat finishing shall be deemed to have finished.

(2) On days where two races are scheduled to be sailed in Class A events, Course 2 may be preferred for the first race and Course 1 for the second race. If no boat passes Mark 1 within 1 hour of the starting signal or finishes Course 2 within three hours or Course 1 within four hours of the starting signal, that race should be abandoned. If one boat finishes within the time limit, the race shall stand and only those competitors that finish within 60 minutes of the first boat finishing shall be deemed to have finished. Reduced time limits for passing Mark 1 and finishing may be considered for Class B and C events

#### E. Penalties.

In all sanctioned events, the penalty for breaking a rule of RRS Part 2 shall be a One Turn Penalty (one tack and one gybe in the same direction) except that for infringements occurring within the Zone as defined in the current RRS the penalty shall be a Two Turns Penalty (two tacks and two gybes in the same direction).

#### F. Team Racing Tactics.

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

#### G. Safety Considerations.

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

#### H. Crew Weight Limit.

(1) For Class A, B and C events, the Organizing Authority shall verify compliance with Class Rule C.2.2 by weighing each participant wearing light clothing being a minimum of outerwear shorts and t-shirt and determining and posting on the Official Notice Board each entry's total weight before the first race.

(2) For Class A, B and C events of longer duration than three days, competitors shall be reweighted near the mid point of the event (as determined by the Organizing Authority) at designated times after racing or, at the competitors option, prior to racing the following morning to ensure compliance with Class Rule C.2.2. Crews that fail to reweigh in compliance with the weight limit by conclusion of the designated time on the following morning shall be scored DNS for all subsequent races until such time as they comply with Class Rule C.2.2. The Race Committee may approve an extension of time in extenuating circumstances, and such requests are to be submitted in writing to the Race Committee.

(3) Crew substitutions will not be permitted for the purpose of making the weight limit.

(4) For all Class A, B and C events, the weighing scale shall be accurate and should be available at all times to crews or in the event of protests or crew substitutes.

#### I. Insurance.

(1) All yachts competing in Class sanctioned events are required to carry current Third Party Property Liability Insurance cover.

(2) It is strongly recommended that skippers and/or co-skippers of all yachts competing in Class sanctioned events be covered by appropriate and adequate Third Party Personal Liability Insurance cover.

(3) If an Organizing Authority is either required or wishes to state minimum amounts of third party insurance cover for property liability and/or personal liability cover, such information must be published in the NOR for the event. For Class A events, the minimum amount of Third Party Property or Third Party Personal Liability cover should be determined by the Organizing Authority in sufficient time to be included in the draft NOR provided to the IGC for approval. For Class B and C events the minimum amount of cover should be determined by the appropriate Etchells Class National Association.

#### J. Coach and Support Boats

Team leaders, coaches, other support personnel and their coach and support boats shall stay outside areas where boats are racing from the time of the first Preparatory Signal of the day until racing has been concluded for the day. Between races, coach and support boats shall not approach, communicate with or transfer provisions or equipment to or from their supported boats unless in a medical or emergency requirement threatening the health of the crew or the flotation of the boat and only with the expressed permission of the International Jury.

Specific coach and support boat instructions are to be stated in the SIs. Appendix D details the instructions, including penalties, that are to be included in the SIs for Class A sanctioned events, and these instructions should also be used or modified for other sanctioned events.

#### K. Communications Devices

This supplements but does not change RRS 2 and RRS 41 for the IECA. Where VHF is required by boats to comply with governmental or national authority laws or regulations affecting the venue or for communication by or to the Race Committee, the Notice of Race and Sailing Instructions shall specify how, when and for what purpose any radio wave communications device is to be used.

In Class sanctioned events, the use of mobile/cell phones or any device capable of sending and/or receiving external electronic communication and/or connecting to the internet is prohibited after the Warning Signal on each race day until the boat has completed its days racing, except in an emergency threatening the safety of any member of the crew or the flotation of the boat.

In Class sanctioned events, watches that include a GPS function (and similar devices) are not allowed on the boat during racing.

#### L. Adding Ballast

A boat shall not carry any unreasonable quantities of water or anything else for the purpose of adding ballast. The amount of water permitted to be carried should be sufficient for the crew for drinking purposes during the day's racing, to this end a maximum of 10 litres of water per boat is acceptable.

#### M. Submission for IGC Approval

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 (see Appendix B), the draft Sailing Instructions (see Appendix D) and the Organizing Authority's plan for safety management.