

INTERNATIONAL CONTENDER CHAMPIONSHIP RULES

PREAMBLE

It is understood that the International Contender Association (hereinafter the "ICA") is responsible for the coordination and organization of World Championships, Continental Championships, International Contender Weeks and National Championships (hereinafter collectively referred to as "Contender Championships"), in co-operation with National Contender Associations and the National Authorities of the organizing countries.

In order to ensure the best possible Contender Championships, which will in turn encourage Contender sailing internationally, the ICA has undertaken to produce the International Contender Championship Rules (hereinafter the "Rules"). It is the hope that the Rules will provide a means to ensure a high level of competition and social value for the sailors who are spending a considerable amount of time and money traveling to and competing in Contender Championships.

The Rules will form part of the International Contender Association Rules, and should be read in conjunction with those rules as a whole.

The Rules can be modified by the Sailing Instructions and/or Notice of Race to allow for local conditions or problematic weather patterns. However, these changes shall require the approval of the ICA.

B.1. NOR AND SI

1.1. All Championships shall be sailed in accordance with the current ISAF Racing Rules of Sailing (excluding prescriptions of National Authorities) and the rules of the International Contender Class and International Contender Association, except where specifically amended by the Sailing Instructions.

1.2. The Notice of Race and Sailing Instructions may amend the Rules with the approval of the ICA for World Championships and European Championships, and the approval of a National Association for National Championships

B.2. FREQUENCY OF CHAMPIONSHIPS

2.1. The World Championship will be held on an annual basis. An exception may be sought where this will lead to an imbalanced sailing program.

2.2. A European Championship will be held if the World Championship for the given year is to be held outside Europe. However, the date and venue of the European Championship shall be selected to ensure the biggest possible fleet size for the World Championship.

2.3. Other Continental Championships may be held in any year that the World Championship is not in that continent.

2.4. National Championships may take place on an annual basis. Any of the Championships may be combined, provided that Continental and National Championships take place within the nominated area.

2.5 For any Championship that is held in Australia or North America, the I.C.A. will provide an amount up to 1,000 EUR (the “Funds”) which will be used by the organizing National Association to offset costs associated with the Championship. The National Association will disclose the proposed use of the Funds to the I.C.A. prior to dispensation, and the I.C.A. reserves the right to require a full accounting post-dispensation.

B.3. SIZE OF CHAMPIONSHIP FLEETS

3.1. There shall be no limit to the number of entries at a World Championship, unless the ICA Committee, in discussion with the organizing National Association, specifically imposes a limitation

3.2. There shall be no limit to the number of entries at European or other Continental Championships, unless the ICA Committee, in discussion with the organizing National Association, specifically imposes a limitation.

3.3. There shall be no limit to the number of entries at National Championships, unless the National Authority or National Association in discussion with the ICA Committee specifically imposes a limitation.

3.4. The ICA recommends a maximum number of boats racing in one fleet to be 120. If entries exceed this number, fleets should be split into Gold & Silver fleets. (Further details about fleet-racing and qualification are contained in B. 8.)

B.4. QUALIFICATIONS FOR REPRESENTATION

4.1. A representative of a country competing in the World Championships must be a citizen of that country or a paid-up member of that country’s National Association.

4.2. Competitors in World, Continental and National Championships must be Full or Associate Members of the ICA.

4.3. If a competitor in a World or Continental Championship comes from a country without a recognized National Authority, then entry to that Championship will be at the discretion of the Championship Committee, and after payment of the appropriate membership fee to the ICA.

4.4 For European and World championships the ICA will pay half the entry fee for Juniors (under 21 years of age) and half the entry fee for overseas competitors under 25 years of age. The mechanism for this is that the competitor shall pay the total fee and they may apply to their NA for a refund of 50% of the amount paid. The amount paid by the NA will be taken into account at the time that the next payment to the ICA is due.

B.5. ELIGIBILITY OF BOATS

5.1. All boats entered for World, Continental or National Championships must in accordance with the Rules and Regulations of the International Contender Class have a valid Certificate.

5.2. The Measurement Committee has the right to have all boats, spars, sails, etc, wholly or partly re-measured.

5.3. If deviations from the Rules and Regulations of the International Contender Class are found, the boat shall not have the right to participate in the Championship until a further official measurement is completed and the boat is found to be compliant. Compliance shall be determined by the Measurement Committee or a Measurer approved by the National Authority or National Association with whom the boat is registered.

B.6. EQUIPMENT

6.1. Only the following equipment may be measured in and used at a Championship:

- one (1) mast, one (1) boom, one (1) centerboard;
- no more than two (2) rudders;
- no more than two (2) sails.

6.2 A tow rope of minimum length of fifteen (15) metres and with a minimum diameter of eight (8) millimeters capable of towing several boats shall be kept on board at all times.

6.3. In the event of breakage or irreparable damage to the equipment listed above, dispensation to use replacements must be obtained from the organizing Race Committee. Permission is given at the Race Committee's discretion. A competitor is allowed to seek dispensation at the end of the day on which the failure necessitating replacement occurred.

B.7. CHAMPIONSHIP SCHEDULES

7.1 A World or European Championship shall consist of five (5) days of racing; other Continental or National Championships should attempt to include four (4) days of racing.

7.2. Where the number of entries in a World Championship exceeds 120 boats, and fleets have to be split into gold and silver fleets, it is recommended that racing take place over (five) 5 full days, with a maximum of (three) 3 days scheduled for qualifying.

7.3. It is recommended that a World or European Championship shall be preceded by a National Championship or other high-ranked race-series as a pre-Worlds or European Championship event. This regatta should be organized in co-ordination between ICA and the national authority that organizes the Worlds or Europeans, and shall take place at the same venue or within moderate traveling distance. It is recommended that not more than two (2) days should lapse between events.

7.4. The number of scheduled races for World or European championships shall be 10. No more than three (3) races per day shall be held. Every attempt will be made to have races completed back to back.

7.5 At National Championships it is recommended that a minimum of 5 (five) races should be scheduled, but the National Authority may reduce this number at its discretion.

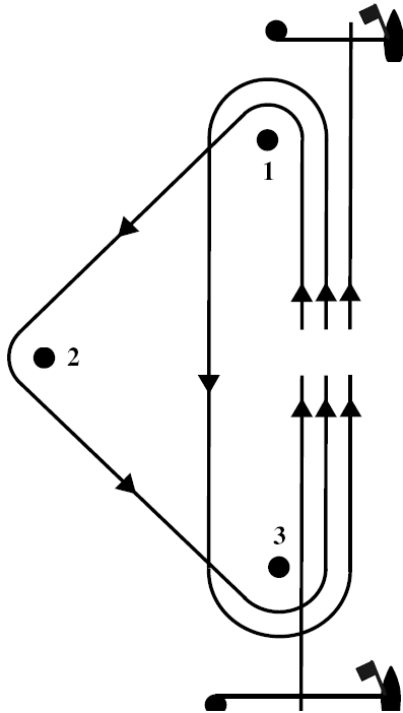
7.6 A minimum of four (4) races must be completed to award the Championship Titles.

B.8. ORGANISATION OF RACING

8.1. Racing shall be organized in accordance with the ISAF "Organizations of Principal Events" as published in the most current ISAF Yearbook.

8.2. The Race course shall be:

- a Windward Leeward Triangle course – Start 1 2 3 1 3 Finish
- First mark should be set for one nautical mile but should be adjusted to take into account wind strength
- triangle reaches should be at an angles that allow the majority of the fleet to trapeze on the reaches, the angle should get broader as the wind increases in strength.



8.3. The target time specified of each race is for the time taken for the first finisher to complete the course. The duration of a race should be approximately one (1) hour if two (2) or three (3) races per day are scheduled or 1.5 hours in the case of one (1) race per day being scheduled.

8.4. Racing should be conducted in winds between a minimum of six (6) knots and a maximum of twenty-five (25) knots. However, it is at the discretion of the Race Committee to start in conditions not within this range (e.g., where local conditions include problematic weather patterns) where the intent is to complete enough races to award Championship Titles.

8.5. The “zone” at any course mark shall be in accordance with the current ISAF racing rules of sailing.

8.6. 720° penalties shall be in effect for all Championships.

8.8. Where it is required to split the fleet into Gold and Silver fleets, the selection and timetable shall be discussed with and approved by the ICA Committee. Please see addendum A to C for suggested qualifying Series options.

8.9 Propulsion

“RRS 42 is changed as follows:

(1) Flag [Oscar] displayed at the start or near a mark, indicates that: ”After starting or rounding the nearby mark, RRS 42 is varied in that except on a beat to windward, pumping, rocking and ooching are permitted”.

(2) Flag [Romeo] displayed near a mark indicates that: ”After rounding the nearby mark, RRS 42 applies without variation”.

(3) Rule 22(1) may apply in winds of 10 knots and above, measure at deck level.

(4) Flags specified under (1) and (2) above may be changed by the Notice of Race and/or Sailing Instructions.”

B.9. INITIATION OF A CHAMPIONSHIP

9.1. Following discussion between the ICA Committee and the National Association, the ICA Committee will authorize a National Association to proceed with the organization of a Championship.

9.2. The ICA Committee shall specify the approximate dates for the Championship and the preferred location, taking into account the maximum participation and the avoidance of conflicts with other Championships that may be held in the same year.

9.3. The hosting National Association shall select sufficiently in advance, a suitable sailing club to hold the event, and obtain the agreement of the ICA Committee at least 18 months before the scheduled Championship

B.10. MANAGEMENT OF A CHAMPIONSHIP

10.1. The organization of a Championship shall be conducted by the Organization Committee.

10.2. The Organization Committee shall be appointed by the sailing club or sailing association entrusted by the hosting National Association to run the Championship.

10.3. The Organization Committee is responsible for the general management of the Championship, including competitor safety and compliance with the Rules.

10.4. The Organization Committee shall submit a Preliminary Notice for approval to the ICA Committee at least six (6) months before the Championship, and preliminary Sailing Instructions at least two (2) months before the Championship. The contents of these shall be in accordance with ISAF's "Organization of Principal Events".

10.5. The ICA will appoint one (1) ICA representative and one (1) member of the hosting National Association who shall ensure that adequate arrangements are made for the Championship, including measuring, juries, approval of the Sailing Instructions, Notice of Race, logistical, social and other arrangements.

B.11. SAILING INSTRUCTIONS AND FINAL NOTICE

11.1. The Organization Committee shall submit the Sailing Instructions and Final Notice for approval of the ICA Committee at least two months before the Championship. The contents of these notices shall be in accordance with the ISAF Instructions "Organization of Principal Events".

11.2. The Organizing Committee, or the Championship Committee, may propose to the ICA committee changes to the current ISAF instructions and rules. Any such changes must be submitted to the ICA committee at least 3 months before the championship commences. Once approved by the ICA committee they must be incorporated within the event sailing instructions. This rule should be considered in particular when deciding to include or allow pumping within the Championship Sailing Instructions, which this rule will provide for.

11.3 The official language of the sailing instructions shall be English. It is desirable that translation into the language of competing helmsmen shall be provided, but if this is not possible, sailing instructions should be available to all helmsmen entered, at least four weeks prior to the event so that they may make their own translation.

11.4 It is the intention that all decisions regarding Measurement, Protests and these Rules shall be final. The Organization Committee shall therefore obtain specific approval from the National Authority for the decision of the Measurement, Protest and ICA Committees to be final.

11.5 The Organization Committee shall submit a report to the ICA Committee on the operation of these Championship Rules and any recommendations for their improvement along with a list of officials and their capacity before the end of the year for submission to ISAF.

B.12. MANAGEMENT OF RACING DURING A CHAMPIONSHIP

CHAMPIONSHIP COMMITTEE

12.1. The Championship Committee shall represent the ICA and the competitors at the Championship.

12.1.1 Each competing country shall be entitled to a seat on the Championship Committee. Members of the Championship Committee shall be Full or Associate members of the ICA.

12.1.2 The chairman of the Championship Committee shall be an International Contender Association Officer appointed by the ICA Committee.

12.1.3 The names of the Championship Committee shall be given to the ICA Committee by the Organizing Committee before the start of the start of the championship.

12.1.4 The Chairman of the Championship Committee shall co-operate with the hosting Association and the Organizing Committee to ensure that an Approved Measurer, with adequate measuring equipment, is available during the whole of the event.

12.1.5 The Championship Committee members shall decide on all matters concerning the interpretation of the Championship and Class Rules, the English edition of which shall prevail in case of ambiguity.

12.1.6 The championship Committee shall be responsible for seeding of competitors if heats as described in addendum B are used for qualifying.

12.1.7 The Championship Committee shall, in conjunction with the Organization Committee, be responsible for establishing the order of competitors at the end of the championship, and its decision shall be final.

12.1.8 The Championship Committee shall ensure that these results are announced officially. Not later than six months after the Championship.

12.2. RACE COMMITTEE:

The Organization Committee shall appoint the Race Committee, and at least one member of the Organizing committee shall be on the Race Committee to represent the specific needs and wishes of the Contender Class. The Race Committee has the authority and duties as laid down in Part II of the ISAF RRS.

12.3. MEASUREMENT COMMITTEE:

The Organization Committee will, in accordance with the ICA technical committee chairman or his representative, appoint the Measurement Committee. Measuring before or during a Championship must be conducted in accordance with the Contender Class Rules.

12.4. PROTEST COMMITTEE (JURY):

The Organization Committee, with the approval of the Championship Committee, shall choose the Chairman of the Protest Committee (Jury) and Protest Committee members. The Protest Committee shall consist of persons fully conversant with the ISAF RRS and their attitudes and judgments shall be unbiased.

It is suggested that the Protest Committee include a representative of the National Authority of the host country.

The Protest Committee shall operate under the "Terms of Reference of an International Jury" as set out by ISAF, and its decisions are to be final under "Conditions for decisions of an International Jury or Protest committee" as published in ISAF Rules.

However, when selecting an international jury, it is the wish of the Class that the Organization Committee shall do so in an economic manner.

B.13. PRIZES

13.1. In all Championships, prizes shall be awarded to the first helmsmen of each race. If racing has been held in separate fleets, there shall be prizes awarded to the first helmsmen of each race and each fleet.

13.2. The World Champion will be the winner of the series.

13.3. The Junior World Champion will be the first overall under the age of 21 on the date of the first scheduled race.

13.4. The Master World Champion will be the first overall aged 50 years old or more on the date of the first scheduled race.

13.5 The Grand Master World Champion will be the first overall aged 60 years old or more on the date of the first scheduled race.

13.6. The Woman World Champion will be the first female overall.

13.7. Overall prizes shall be awarded to the first 15% of competing helmsmen, with a minimum of three (3) prizes awarded. If separate fleets have been used, then prizes shall be awarded to each fleet.

13.8. It is suggested that souvenirs shall be presented to all participants in World or European Championships

B.14. SAIL NUMBERS

14.1. The current and past World Champions may use gold coloured sail numbers and National letters.

14.2. sail numbers shall be the same as the hull number except

- i) in the case where the National Authority has granted an individual sail numbers to the sailor, these individual numbers will override rule B.14.2
- ii) for boats registered prior to 2006 the sail number shall be either the plaque number or the number allocated by the national authority in which case this overrides rule B.14.2

14.3.. In the event that a sailor is using a sail number other than the plaque number of the boat they shall notified the race committee as to which sail number they will be using.

14.4. All sails registered for the championship by a competitor shall carry the same number.

Addendum A

Qualifying Series Gate Starts

1.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

1.1.1 Starting signals will be displayed from the Race Committee Boat, which will display flag G, signifying a gate start. The Race Committee Boat will be in the vicinity of the Port Limit Mark but may or may not be anchored while on station.

1.1.2 Before each start, the Race Committee Boat will display the maximum amount of time that the gate will remain open after the starting signal. This time will not be less than *<number>* minutes.

1.2 The starting line (except for the Pathfinder) will be between the Port Limit Mark and the centre of the stern of the Gate Launch *<or the Pathfinder if a Gate Launch is not used>*

1.2.1 Starting Marks will be:

- (a) The Port Limit Mark, a *<description of the mark>* set on the starboard side of the race committee boat. *<if the Port Limit Mark is also used as a mark of the course (i.e. the leeward mark), then this should be pointed out here>*
- (b) the Pathfinder
- (c) the Gate Launch, which shall also be displaying flag G

1.3 The Pathfinder for the first race sailed will be appointed by the race committee. The Pathfinder for subsequent races will be the boat that finished *in fourth (4th)* in the preceding race. When this boat is unable to race or has acted as Pathfinder previously, the Pathfinder will be appointed by the race committee and will normally be the boat that finished *fourth place + 1* in the preceding race, if this boat has also acted as pathfinder then the next boat will be chosen, until a boat which has not been pathfinder for the series is found.

1.3.1 The national letters and sail number of the Pathfinder will be posted on the official notice board for the first scheduled race of the day, and on the Race Committee Boat for the second race of the day.

1.4 Prior to the preparatory signal the Pathfinder shall report to the Race Committee Boat.

1.5 Approximately 5 seconds prior to the starting signal:

(a) the Pathfinder shall round the Port Limit Mark (leaving it to port) and begin a close-hauled port tack.

(b) the Gate Launch will keep station close astern of the Pathfinder.

1.6 The gate is considered open when the Pathfinder clears the Port Limit Mark.

1.6.1 A boat starts when, having been entirely on the pre-start side of the starting line before the Pathfinder clears the Port Limit Mark, any part of her hull, crew or equipment crosses the starting line in the direction of the first mark. This changes the definition in the RRS.

1.7 All boats (except for the Pathfinder) shall start on starboard tack after the Pathfinder clears the Port Limit Mark. RRS 29.2, Individual Recall, shall not apply.

1.8 The Pathfinder shall sail its close-hauled port tack course until it is released by hail from the Gate Launch (if used), or until the gate is closed. After which it ceases to be a starting mark and may continue or tack onto starboard tack.

1.8.1 After the release of the Pathfinder the Gate Launch will continue its course and speed until the gate has been open for the period defined in sailing instruction 11.1.2. It will then stop, make a long sound signal, and drift until the gate is closed.

1.9 The gate is closed once all registered competitors have started or the allotted time defined in sailing instruction 11.1.2 has passed, whichever occurs first. The Race Committee will signal the close of the gate by lowering flag G with a short sound signal. Thereafter no boat shall start.

1.10 Before starting, a boat shall not interfere with the Pathfinder. Any boat that interferes with, or passes between, or attempts to pass between the Pathfinder and the Gate Launch, or that causes another boat to interfere in any of these ways, or that is on the port side of the Gate Launch as it opens the gate, shall retire from that race and shall be ineligible for any restarts of that race unless the infringing boat can satisfy the Race Committee that its actions were caused either by another boat not having right of way or by some other unavoidable circumstance. This changes RRS 36. Note that making contact without impeding progress is not considered interference and hence an infringing boat is not disqualified.

Addendum B

Qualifying Series – 3 day Qualifying Series ,2 races per day, Fleet assignment and race management.

There will be 4 fleets of similar skill and ability.

The top 16 competitors in the series as defined by the championship committee and shall be seeded in order.

The seeding shall be such that each person ranked 1st shall be assigned to different fleets, then the people ranked 2nd shall be spread across the four fleets etc.

Additionally the fleets should contain as near as possible an equal number of competitors from different nations, i.e. if there are 12 Italians these should show equally as 3 in each fleet

Schedule of Races

Day	Start	Warning	fleets	
<u>1</u>	<u>1</u>	Published	<u>Yellow</u>	<u>Blue</u>
	<u>2</u>	+10 mins	<u>Red</u>	<u>Green</u>
	<u>3</u>	After both fleets have finished	<u>Red</u>	<u>Blue</u>
	<u>4</u>	+10 mins	<u>Yellow</u>	<u>Green</u>
<u>2</u>	<u>1</u>	Published	<u>Red</u>	<u>Green</u>
	<u>2</u>	+10 mins	<u>Yellow</u>	<u>Blue</u>
	<u>3</u>	After both fleets have finished	<u>Green</u>	<u>Blue</u>
	<u>4</u>	+10 mins	<u>Red</u>	<u>Yellow</u>
<u>3</u>	<u>1</u>	Published	<u>Yellow</u>	<u>Red</u>
	<u>2</u>	+10 mins	<u>Blue</u>	<u>Green</u>
	<u>3</u>	After both fleets have finished	<u>Green</u>	<u>Red</u>
	<u>4</u>	+10 mins	<u>Blue</u>	<u>Yellow</u>

After the first days racing and subsequent days within the qualifying series the groups will be reseeded from the cumulative standings within the series.

The fleets will be populated as follows

- 1st in series – yellow fleet
- 2nd in series – Green fleet
- 3rd in series – Red Fleet
- 4th in series Blue Fleet
- 5th in series – yellow fleet
- 6th in series – Green fleet

And so on until all competitors have been assigned a fleet.

If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets. On the last day of the qualifying series, this instruction does not apply.

Addendum C

Qualifying Series – 3 day Qualifying Series ,3 races per day Fleet assignment and race management.

There will be 4 fleets of similar skill and ability.

The top 16 competitors in the series as defined by the race committee shall be seeded in order.

The seeding shall be such that each person ranked 1st shall be assigned to different fleets, then the people ranked 2nd shall be spread across the four fleets etc.

Additionally the fleets should contain as near as possible an equal number of competitors from different nations, i.e. if there are 12 Italians these should show equally as 3 in each fleet

Schedule of Races

Day	Start	warning	fleets	
1	1	Published	Yellow	Red
	2	+10 mins	Green	Blue
	3	After both fleets have finished	Red	Green
	4	+10mins	Blue	Yellow
	5	After both fleets have finished	Yellow	Green
	6	+10 mins	Red	Blue
Day 2	1	Published	Blue	green
	2	+10 mins	Yellow	Red
	3	After both fleets have finished	Red	Blue
	4	+10mins	Yellow	Green
	5	After both fleets have finished	Blue	Yellow
	6	+10 mins	Green	Red
Day 3	1	Published	Yellow	Blue
	2	+10 mins	Red	green
	3	After both fleets have finished	Green	blue
	4	+10mins	yellow	Red
	5	After both fleets have finished	Red	Blue
	6	+10 mins	Green	Yellow

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Addendum D

Qualifying Series – Scoring, Discards and Championship Fleet Selection.

Qualifying Series Scoring System

When a qualifying series is necessary due to the number of entries (120+), the Qualifying Series only shall be scored using a modified Low Point System, whereby the score in qualifying races only shall be Doubled.

See table QS1 below for example.

For the qualifying series each boats series score shall be the total number of race scores excluding her worst score when 5 or more races have been completed.

If fewer than 5 races are complete each boats series score shall be the total number of race scores.

A race is completed if scored. If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins the Qualifying series and others shall be ranked accordingly.

Championship Fleet Selection

After the completion of the Qualifying series the fleet will be split into 2 fleets of equal size based on their scores as calculated above. In the event that there is an odd number of competitors the fleet shall be split so that the Gold Fleet has one more competitor than the Silver fleet.

See table CF1 below

Overall Series Scoring System For Split Fleets

The Championships Series (racing after the qualifying Series once the fleet has been divided into Gold and Silver Fleets) shall be scored using the Low Point System including those points rewarded in the Qualifying series.

Each boats series score shall be the total number of race scores excluding her worst 2 scores when 9 races or more have been completed.

If fewer than 9 races and more than 5 races are complete each boats series score shall be the total number of race scores excluding her worst score.

If fewer than 5 races are complete each boats series score shall be the total number of race scores.

A race is completed if scored. If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly.

See table OS1 below.

Series Ties

In the event of a tie then RRS A8 shall apply.

QS1 - Qualifying Series Scoring

Fleet	Position	Score
Start 1	1	2
Start 1	2	4
Start 1	3	6
Start 1	4	8
Start 1	5	10
Start 2	1	2
Start 2	2	4
Start 2	3	6
Start 2	4	8
etc		

CF1 - Fleet Selection example, fleet of 121 boats

	Qualifying series position	Qualifying Series Score	Fleet Selected
Boat A	1	12	Gold
Boat B	2	16	Gold
Boat M	60	272	Gold
Boat N	61	280	Gold
Boat O	62	290	Silver
Boat Z	121	605	Silver

OS1 - Overall Series Scoring - Split Fleet

Boat	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Tot	posn	Fleet
A	2	2	4	2	10	2	1	2	2	1	14	1	Gold
B	2	2	2	6	4	4	2	1	1	2	16	2	Gold
N	60	56	64	80	40	60	60	58	40	42	416	61	Gold
O	62	58	60	84	60	50	1	5	1	3	238	62	Silver
Z	121	121	121	121	121	121	60	60	60	60	724	121	Silver