



CHAMPIONSHIP REGULATIONS

ff International

1. Status of Regulations

These Regulations cover World, European and International Championships of the Flying Fifteen Class. They should be adhered to by an organising Club insofar as is practicable, and shall not be departed from without the prior agreement of the Council of *ff* International (FFI) or their representative. Regulations 10 to 15, and paragraphs embodying any applicable regulations, shall be included in the Notice of Race and Sailing Instructions.

For European and International Championships, Regulations 3.2, 3.3(a), 4, 7.1 and 10.2 may be varied as required.

2. Frequency

World Championships and European Championships shall be held biennially, each in alternate calendar years.

3. Venues

3.1 The venue for any Championship shall be agreed to and announced by the Council of FFI, if possible at least four years before the Championship is to take place, but at the latest during the preceding World Championship.

3.2 The World Championship shall not be held on the same continent twice running.

3.3 The World Championship shall be held:

- a) on tidal water,
- b) on water suitable for courses as outlined in Regulation 12,
- c) at a time when there is no other racing on the same course.

4. Duration

The World Championship shall be scheduled with racing over a period of not less than seven days and a series of not less than seven races.

There should be a series of races (open to all-comers) preceding the World Championship itself which shall count as a qualifying event (see para 7.1b)



5. Organisation & Responsibility

- 5.1** Responsibility for organising the Championship rests with the Organising club (that is to say the Club whose invitation FFI accepts), not with the local Flying Fifteen fleet or any other body.
- 5.2** The Organising Club shall clearly state the name of the person who is responsible for liaising on their behalf with FFI and all liaison on behalf of FFI will normally be the responsibility of the Council Member of the host nation.
- 5.3** The Organising Club should liaise with FFI, and at an early date to enable full discussion should that be necessary, before any irrevocable decisions have been taken, on such matters as :
- a) Notice of Race, which shall include all items in RRS Appendix J, and details of proposed courses;
 - b) Entry Forms;
 - c) Programme;
 - d) Sailing Instructions;
 - e) Cost of Entry and Entertainment Tickets;
 - f) Sponsorship available through FFI and other sources;
- 5.4** The Organising Club, in liaison with FFI, is also responsible for such things as:
- a) Providing adequate moorings or (*preferably*) boat parking ashore, launching and slipping facilities, and trailer parking space;

If boats are to be kept ashore, this facility shall be equally available to all boats, and should the club not have such facilities then, without the express permission of the Race Office, no boat shall be ashore after 0030 hrs before her first race until she has finished her final race in the championship (*and the sailing instructions shall so state*).
 - b) Giving assistance to competitors in finding suitable accommodation.
 - c) Arranging any social functions which may be thought desirable.
 - d) Ensuring that an Official Flying Fifteen Class Measurer (see Regulation 10:3) is available throughout the Championship.

6. Finance and Sponsorship

- 6.1** The organisation of the Championship should be financed from entry fees and from commercial sponsorship; the National Flying Fifteen Association of the host country will endeavour to find a principle sponsor, and the



Organising Club shall have full responsibility for obtaining further sponsorship at local level.

- 6.2** Each competitor shall be responsible for paying for (or finding sponsorship for) his own and his crew's expenses, with or without the help of his National Association.

7. Boats and Competitors

7.1 Places shall be allocated as follows:

- (a) The size of the World Championship fleet (including any concurrently conducted International Championship) shall be determined by FFI having regard to the venue and available resources of the host Organising Authority. The fleet size shall be advised to all National Class Associations and posted on the FFI website a minimum of 12 months prior to a World Championship.
- (b) The number of places determined in 7.1(a) shall include
 - (i) places granted to the previous World Champion and to the President of the host National Class Association, and one place granted to each member of the FFI Council and Council Executive in order to be able to attend the FFI Council meeting held during the World Championship.
 - (ii) when a qualifying event is held prior to the Championship (see para 4) there shall be 6 places for the highest placed competitors from National Associations other than that of the host country who would not otherwise have places in the Championship. Should any places under this regulation not be taken up, then they shall be added to the places available for allocation under 7.1(b)(iii).
 - (iii) When a qualifying event is held prior to the Championship (see para 4) there shall be 4 places for the highest placed competitors from the National Association of the host country who would not otherwise have places in the Championship. Should any places under this regulation not be taken up, then they shall be added to the places available for allocation under 7.1(b)(ii).
 - (iv) places for competitors entering the International Championship. The number of places under this regulation shall be determined by FFI following the close of entries and such determination may include, with the agreement of the Organising Authority and if the total number of all entries exceed the fleet size determined in 7.1(a), variation to the racing schedule of the International Championship.



- (c) From the balance of available places (as determined by 7.1(a) less 7.1(b) places), FFI shall calculate a base number of places to which each National Class Association is entitled. This shall be the balance of places available multiplied by each nation's proportion of boats with valid measurement certificates and owned by members of all National Class Association as at the 31st March preceding the World Championship.
FFI shall advise National Class Associations of its base number at the earliest opportunity. Partial numbers shall be rounded down and the number shall not be less than 5.
- (d) Entrants shall be approved by their National Class Association and shall be advised to FFI by each National Class Association at the 31st March preceding the World Championship. No entry shall be accepted by FFI, the host National Class Association, the Organising Authority or the host Club without such approval.
The closing date for entries shall be no later than 3 months prior to the commencement of the World Championship.
- (e) Following the date of closing of entries by the Organising Authority, and only in the circumstance that the total number of entries received exceeds the number determined in accordance with 7.1(a) less 7.1(b) places then ;
- (i) in the case where the number of entrants from a National Class Association are less than the base entitlement of that National Class Association then those unallocated places shall be deemed surrendered for allocation by FFI in accordance with 7.1(e)(iv).
- (ii) in the case where the number of entrants from a National Class Association are greater than the base entitlement of that National Class Association, and excluding the host National Class Association if a pre-worlds regatta is to be used to determine the entrants from the host National Class Association, then;
- FFI shall be provided with a ranked list of the entrants from each National Class Association showing those that have been granted base entitlement places, and those that remain subject to an allocation under 7.1(e)(iv).
 - FFI shall advise the Organising Authority of the base entitlement allocations.
- iii) in the case where the number of entrants received from the host National Class Association is greater than its base entitlement, and where a qualifying event (see para 4) is to be used to determine the entrants from the host National Class Association, the base entitlement places and any places granted under 7.1(e)(iv) shall be held open and available for entrants from the



host National Class Association until the completion of the pre-worlds regatta. At that time places will be allocated from a ranking list of host nation entrants provided by the host National Class Association.

- (iv) within 7 days of the close of entries FFI shall allocate places surrendered under 7.1(e)(i) and places not taken under 7.1((b)(i) to entrants not holding a base entitlement allocation and to host nation places' (subject to 7.1(e)(iii) above).

Allocation of these places shall be based on a nation's proportion of boats with valid measurement certificates and owned by members (as per 7.1(b)) including only those nations having entrants not holding a place, and shall use the ranking list provided by each National Class Association.

Allocations shall be made until all available places excluding 7.1(b)(ii) and 7.1(b)(iii) places, are either taken or all entrants have a place.

- (v) Subsequent to the above, any available places arising from cancellation or non-attendance or other reason may be reallocated at FFI's discretion.

7.2 Competing boats shall hold a valid measurement certificate and owners and helmspersons shall be members of Associations affiliated to FFI, and (with the exception of 7.1b(i) and 7.1e) shall be nominated by such an Association.

7.3 Competitors shall be responsible for providing their own boats and transporting these to the Championship venue. If they wish they may borrow boats locally for the Championship.

8. Names of Competitors and Borrowing of Boats

8.1 At least two months before the Championship each National Association and the Commodore in respect of 7.1 e) shall inform the Council Member of the host nation how many competitors (and if possible their names) will be nominated.

8.2 At least three months before the Championship, competitors wishing to borrow boats shall communicate with the Council Member of the host nation who shall endeavour to make modern and competitive boats available on loan.

9. Measurement Certificate

9.1 The Organising Clubs shall examine the Measurement Certificate of each boat before her first race in a Championship: only those boats holding valid Measurement Certificates shall compete.



- 9.2** The certificate shall carry sail endorsements in accordance with the Class Rules. The boat shall race only with the sails endorsed on her certificate, except that in the case of a helmsperson sailing a borrowed boat, the boat may race with any combination of the sails endorsed on the certificate of the borrowed boat, or on the certificate of a boat owned by the helmsperson. This certificate shall also be examined by the Organising Club, and such sail numbers declared to the Race Office at registration.
- 9.3** A Measurement Certificate shall be deemed invalid if a boat (or any of her equipment) contravenes (with or without dispensation) the Class Rules as authorized by the ISAF and agreed by FFI.

10. Measurement

- 10.1** A valid Measurement Certificate produced by the owner or helms person of a boat shall be sufficient evidence that a boat's hull, deck, keel and rudder comply with the Class Rules. However, this regulation does not preclude the Organising Club's normal pre-launch inspection of selected items of equipment nor the Race Committee's (or competitors) right to have measured any boat or item of equipment apparently at fault.
- 10.2** All spars and sails shall be measured at the Organising Club before the series commences. The Measurer's attention is drawn to Paragraph 9.2 above in addition to which no boat shall use more than two mainsails, two genoas, two spinnakers, one mast or one boom during the course of a championship without permission of the Race Committee which will only be forthcoming in the event that a sail or spar has been lost or damaged to such an extent that it cannot be used.

If weighing is included in the measurement checks, Council may approve a "minimum regatta weight", which may include the hull and any or all of the excluded items listed in Rule B 8.1.

- 10.3** An Official Flying Fifteen Class Measurer shall be appointed as Event Measurer, who shall be available at all reasonable times throughout the regatta.

11. Crews

Not more than two persons shall sail the boat during the Championship and their names shall be declared to the Race Office before the start of the Championship and shall not be changed without the permission of the Race Officer and any replacement thus granted shall not helm the boat.



12. Race Programming

- 12.1.** If deemed necessary by FFI, the World Championship fleet shall be divided into two or more flights which shall then sail the World Championship as series of heats and finals races.

Should flights be used, the method of dividing the fleet into flights for the first heat shall be determined by FFI. Where possible this will be performance based with flight allocations alternating sequentially. FFI may use the results from the pre-worlds event, the National Class Association ranking lists provided in accordance with 7.1(e)(ii), or any other method as it deems appropriate.

- 12.2** Following the completion of all flights in a heat race, the flight to which each boat is allocated shall be changed based upon the progressive scoreboard placing of that boat with flight allocations alternating sequentially. Such changes shall only occur at the conclusion of a day's racing, and if more than one heats races are scheduled per day a competitor's flight allocation will remain unchanged during that day.

- 12.3** The heat races and the final races shall count for total points in the World Championship score, and a heat race shall not be counted until all flights have completed that heat race.

If all flights in a heat race are not completed at the conclusion of a days racing, the results from completed flights in that heat race shall be held over and shall only be included when the uncompleted flights have been rescheduled and completed.

- 12.4** There shall be a minimum of five heat races and up to three final races. FFI shall have the right to amend the number of heat races or the heat schedule if the heat phase of the series is unable to be completed by the last day of scheduled heat races.

- 12.5** The boats proceeding to the final races shall be highest placed 60 boats after excluding each boats worst score from the heat races.

If there is an equal score for boats above 60th place with the 60th place boat then the final series shall be expanded to include the tied score boats. Scoring for the FFI World Championship shall be in accordance with FFI Championship Regulation 14.

- 12.6** Boats not qualifying for the final races shall continue to compete over a similar number of races as the finals for a trophy to be awarded to the leading boat that did not proceed to the finals races.

13. Courses

Courses shall comprise at least one windward leg, one leeward leg and one triangle, or be a trapezoid course. The first windward leg should be at least 1.25 NM.



14. Time Limit

There shall be a time limit of three hours and thirty minutes (from the actual time of the start) for all races, and the procedure for shortening course will be in accordance with ISAF Racing Rules.

15. Scoring

An ISAF Scoring System shall be used, with the Low Points System preferred. When fewer than five races are sailed, then all race scores shall count. When from five to seven races have been completed a boat's series score shall exclude her worst score, and when eight or more races have been completed a boat's series score shall exclude her worst two scores.

16. Trophies

16.1 All Perpetual Trophies shall be owned by FFI. They may be competed for only after acceptance by the Council who shall decide, in consultation with the donors, to what purpose the Trophy shall be put. Each Trophy shall be covered by a Trust Deed, the Trustees being nominated from time to time by the Council.

16.2 Perpetual Trophies shall be:-

- a) awarded only to members of Associations affiliated to FFI, to be held until the succeeding Championship.
- b) Insured by FFI.
- c) Caused to be engraved by the winners (who shall send the account for the engraving to FFI) OR a booklet kept with the Trophy shall be written up by the winners.

16.3 Perpetual Trophies for the International Championships are:

WORLD CHAMPIONSHIP

UFFA FOX TROPHY

(Silver punch bowl)

World Champion helm

THE ARMADA DISH

(Silver dish)

World Champion crew

TOM RATCLIFF TROPHY

(Crystal & silver swans)

2nd overall



WAFFA SALVER (Silver salver)	3rd overall
NZFFA TROPHY (Kauri wood sculpture)	4th overall
HONG KONG FLYING FIFTEEN ASSOCIATION TROPHY (Silver Chinese sailing junk)	5th overall
THE ROYAL QUEENSLAND YACHT SQUADRON TROPHY (Model of FF rudder)	6th overall
ESPERANCE BAY TROPHY (Hardwood box)	7th overall
DIXON TROPHY (Silver rose bowl)	Winner 1st race
KINSALE YACHT CLUB TROPHY (Waterford crystal bowl)	Winner 2nd race
NAPIER SAILING CLUB TROPHY (Maori war canoe)	Winner 3rd race
THE LOWESTOFT FIFTEEN (Model of FF)	Winner 4th race
ROYAL HONG KONG YACHT CLUB TROPHY (Silver ice bucket)	Winner 5th race
THE JACKDAW JUG (Silver jug)	Winner 6th race
THE HAYLING ISLAND S.C. TROPHY (Silver wire FF)	Winner 7th race
NATIONAL YACHT CLUB DUN LAOGHAIRE, IRELAND TROPHY (Silver cup)	Leading host nation boat
KELLETT ISLAND TROPHY (Silver dragon)	Leading overseas boat
LYMINGTON CUP (Silver Cup on muskets)	Leading Helm over 60 years



INTERNATIONAL CHAMPIONSHIP

CLASSIC DIVISION

KLAAS KNOP TROPHY (Wood carving of buffalo)	Champion Classic boat
THE CHIPPENDALE TROPHY (Half model)	2nd overall
THE W.L. SHAND TROPHY (Half model)	3rd overall
HONG KONG CLASSIC TANKARD (4pint pewter tankard)	4th overall
OPUA CLASSIC TROPHY (Kauri plaque)	5th overall

SILVER DIVISION

THE WINDEBANK TROPHY (Half model)	Champion Silver boat
HONG KONG SILVER SALVER (Silver salver)	2nd overall
SOUTH OF PERTH YACHT CLUB TROPHY (Half model)	3rd overall

EUROPEAN CHAMPIONSHIP

THE UFFA FOX MEMORIAL TROPHY (Half model)	Winner Overall
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17. Prizes (keepers)

- 17.1** Equal prizes (keepers) should be awarded to the helm and crew of prize-winning boats.
- 17.2** Small trophies (keepers) shall be awarded by FFI to the first three overall in every World Championship.
- 17.3** All other prizes are the responsibility of the Organising Club; as a guideline it is suggested that prizes are awarded to the top 12.5% overall, and to the winning boat (if possible the first three) in each race; and that there might be a small souvenir for each helms person and crew.



18. Records

The Organising Club shall provide each competitor with a summary of the results and a full copy to FFI.

Championship Regulations Effective - 01 September 2010

Previous issues.....**01 March 2007**
.....01 December 2004
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.....01 March 1998
.....01 March 1993
