

FFI World Championship regulations

WORLD CHAMPIONSHIPS

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 paragraph 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), and 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)(i) For each National Association with more than 90 boats, there will be 3 places plus 1 place for every 30 (or part thereof) boats with valid Measurement Certificates and owned by members of the National Association as at 31st March preceding the Championship.
- (ii) For each National Association with 20-90 boats, there will be 6 places for boats with valid Measurement Certificates and owned by members of the National Association as at 31st March preceding the Championship.
- (iii) For each National Association with less than 20 boats there will be 3 places for boats with valid Measurement Certificates and owned by members of the National Association as at 31st March preceding the Championship.
- b)(i) When a qualifying event is held prior to the Championship (see para 4) there will 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 para 7.1(b)(ii) below.
- (ii) When a qualifying event is held prior to the Championship (see para 4) there will 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 para 7.1(b)(i) above.
- c) Should the total of (a) and (b) be less than 74 the balance shall be allocated to the highest placed competitors in the qualifying event (see para 4) who would not otherwise have places in the Championship.
- d) If the total of (a) and (b) exceeds 74 places then the total number of competitors so qualifying will be permitted to compete.
- e) In addition, there will be 4 places allocated at the Commodore's discretion for members of the FFI Council and Executive attending a Council meeting during the Championship, plus one place for the reigning World Champion and one place for the President of the National Association of the host country.

7.2 Competing 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. 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.

13. 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.

14. 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.

15. Trophies

15.1 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.

15.2 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.

15.3 Perpetual Trophies for the International Championships are:

WORLD CHAMPIONSHIP

World Champion helm - UFFA FOX TROPHY (Silver punch bowl)

World Champion crew - THE ARMADA DISH (Silver dish)

2nd Overall - TOM RATCLIFF TROPHY (Crystal & silver swans)

3rd Overall – WAFFA SALVER (Silver Salver)

4th Overall – NZFFA TROPHY (Kauri wood sculpture)

5th Overall - HONG KONG FLYING FIFTEEN ASSOCIATION TROPHY
(Silver Chinese sailing junk)

6th Overall –THE ROYAL QUEENSLAND YACHT SQUADRON TROPHY
(Model of FF rudder)

7th Overall – ESPERANCE BAY TROPHY (Hardwood box)

Winner 1st Race – DIXON TROPHY (Silver rose bowl)

Winner 2nd Race - KiNSALE YACHT CLUB TROPHY (Waterford crystal bowl)

Winner 3rd Race - NAPIER SAILING CLUB TROPHY (Maori war canoe)

Winner 4th Race - LOWESTOFT FIFTEEN (Model of FF)

Winner 5th Race - ROYAL HONG KONG YACHT CLUB TROPHY (Silver
ice bucket)

Winner 6th Race - THE JACKDAW JUG (Silver jug)

Winner 7th Race - THE HAYLING ISLAND S.C. TROPHY (Silver wire FF)

Leading Host Nation Boat - NATIONAL YACHT CLUB DUN LAOGHAIRE,
IRELAND TROPHY (Silver cup)

Leading Overseas Boat - KELLETT ISLAND TROPHY (Silver dragon)

Leading Helm aged over 60 years – LYMINGTON CUP (Silver Cup
on muskets)

INTERNATIONAL CHAMPIONSHIP

CLASSIC DIVISION

Champion Classic Boat - KLAAS KNOP TROPHY (wood carving of buffalo)

2nd Overall – THE CHIPPENDALE TROPHY (Half model)

3rd Overall – THE W.L.SHAND TROPHY (Half model)

4th Overall - HONG KONG CLASSIC TANKARD (4 pint pewter tankard)

5th Overall - OPUA CLASSIC TROPHY (Kauri plaque)

SILVER DIVISION

Champion Silver Boat - THE WINDEBANK TROPHY (Half model)

2nd Overall - HONG KONG SILVER (Silver salver)

EUROPEAN CHAMPIONSHIP

Winner Overall - THE UFFA FOX MEMORIAL TROPHY (Half model)

16. Prizes (keepers)

16.1 Equal prizes (keepers) should be awarded to the helm and crew of prize-winning boats.

16.2 Small trophies (keepers) shall be awarded by FFI to the first three overall in every World Championship.

16.3 All other prizes are the responsibility of the Organising Club; as a guide-line 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.

17. Records

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

Championship Regulations Effective – 01 March 2007

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