

Flying Fifteen International Australia Inc.

Guidelines for the Conduct of an Australian National Championship

Effective 2020

The Flying Fifteen Australian National Championship shall be held in accordance with the Flying Fifteen International Australia Inc. (FFIA) Constitution (including the Conditions of the Coweslip trophy) and the National Championship By-laws.

FFIA do not intend to publish a protocol document defining methodology for conducting an Australian National Championship. It is expected that clubs appointed to conduct the Australian National Championship will understand the requirements of such an event. If any protocol is requested, FFIA will issue a specific statement of outcomes and not prescriptive "how-to" document.

1. General Guidelines

Club Facilities

The host club should have hardstanding and launching facilities for the full fleet.

There should be a suitable location at the club (or nearby) for container unloading, storage and reloading.

Other Events

Preferably the club shall not host any other State or National Championship concurrently with the Flying Fifteen event. In the event the host club proposes to change this requirement due notice must be given with an assurance that the race area will be completely separate, FFIA reserves the right to cancel an event without penalty if they are not satisfied with the "joint arrangement"

Organising Committee

The Regatta Organiser is the host club on behalf of Flying Fifteen International Australia Inc (FFIA)

The Regatta Organising Committee shall include one member nominated by FFIA, who will act as FFIA's representative. Copies of the minutes of the Committee meetings shall be forwarded to FFIA.

Financial

All the financial aspects are the responsibility of the host club. FFIA does not participate in either any profit or any loss. Similarly, it is up to the host club to arrange any sponsorship.

FFIAAGM

The FFIA AGM is normally held at approximately 10 am mid series. The Club should make provision for this in the programme, and provide for an on-site venue for the meeting. The timing shall be included in the Notice of Race.

Publication of Race Documentation

Regatta documentation shall be prepared by the host club. Race documents shall be reviewed by FFIA in advance of the publication date, and approved by FFIA before publication.

Race documents shall be published no later than:

Notice of Race – preferably six months but no later than three months before the event.

Sailing Instructions – no later than three weeks before the event.

Event Registration

At registration, the organising committee shall confirm that each boat has a valid measurement certificate, and that the boat's owner, the helmsperson, and the crew are financial members of FFIA (or an NCA affiliated with FFI). [FFIA will supply a list of financial association members to the host club following the close of entries.]

In addition the helmsperson and crew shall be current Members of Australian Sailing. Overseas competitors are exempt from this requirement, but should be a member of their National FFI affiliate.

Measurement

The event measurement is the responsibility of the National Measurer FFIA, who may delegate the task to the State Measurer of the state in which the event is being held. Measurement procedures shall be agreed in discussion with the National Measurer FFIA, but to ensure duty of care by all parties, it shall be mandatory to check and approve all items listed in Class Rules B5 & B15.

A boat's entry will not be deemed complete until all measurement checks have been satisfactorily completed.

Courses and Schedule

FFIA recommend a combination of long (single races in a session) and short (multiple races in a session) races be conducted over a combination of morning and afternoon racing sessions. This is subject to venue restrictions such as sailing area, tide and prevailing winds.

It is preferred that no more than two races shall be held in any racing session.

The FFIA Constitution requires 7 races to constitute a series, however, the modern preference is to have more shorter races so 9 or more will be considered - we are open to suggestions from the host club.

Courses will comprise a combination of the following:

- windward, leeward, triangle windward, leeward
- windward, leeward, triangle (for back to back events)
- Windward, Leeward
- Other courses to suit venue limitations shall be submitted to FFIA for approval
- A spacer mark shall be utilised abeam of the windward mark for all roundings
- Gates shall be used at the bottom of windward-return legs

To avoid unnecessary delay between back-to-back races, FFIA recommend, (a) the finish line for the first race should be in the same position as the start line for the second race, or, (b) separate start and finish boats be utilised.

Race Management

Appointment of the Race Committee shall be the responsibility of the host club. In accordance with the National Championship Bylaws, the Race Officer shall be accredited by Australian Sailing to National or International level. During the event the Race Committee shall include an FFIA nominee.

The RO shall conduct a briefing with FFIA before the first race and during the series, as and when considered necessary by FFIA or the RO. It is anticipated briefings will generally be brief and informal.

Target time for the first boat finishing should be 90 min for single races and 50 min for back-to-back races.

National Jury

A National Jury is not considered necessary. However in cases where the Australian Championship is a selection for a World Championship scheduled to be conducted shortly after the Australian Championship which could preclude possibility of competitors appealing protest decisions there may then be a case to appoint a National Jury.

Results

Results for each day's racing shall be available in hard copy for all sailors as soon as practicable after returning to shore. Additionally results shall be posted on the Internet and forwarded to FFIA's Webmaster for publication on FFIA's website as soon as practicable.

Presentations for each day's racing for all divisions, and handicap placings etc, shall be announced at the completion of each day's racing. Progress scores for all divisions shall be available in hard copy for all sailors at this presentation. Presentations in relation to the final day's racing shall be made at the series presentation function.

Social and Catering

The minimum requirement for social events should consist of a welcoming function prior to the first race and a prize giving dinner after the final day of racing.

The host club shall provide light lunches for purchase each day.

Media and Publicity

It is expected the host club will appoint a media person responsible for promotion of the event before, during and after the event. Articles should be sent to all major sailing magazines and websites. Copies of all articles and photographs shall be provided to FFIA for publication by all FFI Associations free of charge, FFIA will ensure to the best of their ability that all articles published by FFI Associations will be correctly attributed to the author.

2. Notice of Race (including any Preliminary Notice of Race) and Sailing Instructions

These documents shall be prepared using the Australian Sailing 'Notice of Race and Sailing Instructions Guide - Appendix J, as a general basis for their format and content.

It should be noted that neither the Notice of Race nor the Sailing Instructions may change a Class Rule, FFIA makes the following comments and recommendations for the minimum content of these documents

2.1 Notice of Race

Rules

FFIA recommends....

"The regatta will be governed by the rules as defined in The Racing Rules of Sailing.

The Conditions of the Coweslip Trophy and The National Championship By-Laws of Flying Fifteen International – Australia shall apply.

The Australian Sailing Prescriptions and Special Regulations Part 2 for Small Open Ballasted Boats shall apply."

Advertising

Advertising is specified in Class Rule B17, so this section is not required, unless specific instructions regarding bow numbers or event advertisers are needed.

Eligibility and Entry

FFIA recommends the following inclusions....

"The regatta is open to all boats of the International Flying Fifteen Class which hold a valid FFI Measurement Certificate and are entered on the FFIA Register of Boats or are registered with an association established outside Australia affiliated with FFI."

"The boat's owner shall be a full member of a recognised State or National Flying Fifteen Association with affiliation to FFI. In addition the boat's helmsperson and crew shall each be a current member of a recognised State or National International Flying Fifteen Association and hold a current Member National Authority membership card."

"Persons nominated on the entry form to sail the boat in the National Championship may not be substituted without the permission of the Race Committee. Any substitute thus permitted shall not helm the boat."

And, if applicable....

"All entrants will compete in the Open Division, while entries will be accepted for both Classic and Silver Divisions.

(a) The Classic Division is open to all boats with sail numbers up to and including 2700, but excluding boats which have had substantial hull shell modifications, and in addition, including unmodified boats with sail numbers above 2700 derived from genuine Classic moulds. A definitive listing of boats qualifying for Classic status is published on the Flying Fifteen International website at www.flying15.org and in the current Flying Fifteen International Yearbook. . Two or more Classic entries will constitute a fleet for the award of trophies and keepsake prizes

(b) The Silver Division is open to all boats with registrations from 2700 to 3400 and also includes any boats with sail numbers below 2700 that do not meet the criteria for Classic Division. Two or more Silver entries will constitute a fleet for the award of trophies and keepsake prizes

(c) Any dispute regarding the eligibility of a boat in either of the above sub-divisions will be resolved by the National Measurer whose decision shall be final."

Fees

Statement of entry fees and inclusions as appropriate

Schedule

As per Appendix K, and including the time and place of the FFIA Annual General Meeting,

FFIA recommends that not more than 3 races be scheduled in one day, and not more than 2 races be scheduled in any one racing session. Subject to this schedule, the Organising Club may wish to also provide for one extra race to be sailed per day provided that racing does not become more than one race ahead of the schedule.

Registration and Measurement

FFIA recommends the following inclusions....

"At registration all entrants are required to present the boat's measurement certificate, together with proof of current financial membership of a Flying Fifteen International Class Association, and helmsperson and crew membership of, or affiliation to, their Member National Authority.

As part of the registration process boats must be presented for equipment and measurement inspections.

In the event that a sail or spar has been lost or damaged during the course of the championship and to such an extent that it cannot be used, the Race Committee may authorise the use of a replacement sail or spar.

As required by the Race Committee or as directed by the protest committee, a boat may be inspected and re-measured at any time during the regatta."

Sailing Instructions

This shall include the date the Sailing Instructions are to be published on the host club's website (or specific regatta website) (or FFIA's website if the host club does not have a website). This date shall be at least three weeks before the championship. Hard copies will be provided to all boats during registration.

Venue

As per Appendix K, with additional club information as appropriate.

Scoring

This is covered in the National Championship By-Laws (Sect 10), however the number of races should be stated, and any provisions for handicapping included.

Support Boats

Any limitations on, and identification requirements for support boats should be stated.

Radio Communications

Class Rule B14.5 specifies the requirements, so this section is not required. Note that the text used in Appendix K is not appropriate, and must not be used.

Prizes

A full list of trophies shall be included. See attachment A
In addition to perpetual trophies, FFIA recommends winning crews be awarded commemorative trophies to retain.

Disclaimer of Liability

As per Appendix K

Insurance

As per Appendix K

Further Information

Contact numbers and addresses should be listed, and any other useful information regarding amenities and facilities available at the venue and nearby, as appropriate.

2.2 Sailing Instructions

Rules

FFIA recommends....

“The regatta will be governed by the rules as defined in The Racing Rules of Sailing.

The National Championship By-Laws of Flying Fifteen International – Australia shall apply.”

The Australian Sailing Prescriptions and Special Regulations Part 2 for Small Open Ballasted Boats shall apply.”

Notices to Competitors

As per Appendix L

Changes to Sailing Instructions

As per Appendix L

Signals Made Ashore

As per Appendix L

Schedule of Races

As per **Notice of Race (above)**

Class Flag to be supplied by the Host Club

The class flag is a white rectangular flag with a red  insignia.

The Courses

As per Appendix L, and in accordance with guidelines in section 1 (above)

Marks

As per Appendix L

The Start

As per Appendix L, and including a description of the starting line, and DNS provisions for late starting.

Change of Course

As per Appendix L

The Finish

As per Appendix L

Time Limits

As per Appendix L

Protests and Requests for Redress

As per Appendix L

Scoring

To be in accordance with National Championship By-Laws , section 10.

Replacement of Crew or Equipment

FFIA recommends.....

"Persons nominated on the entry form to sail the boat in the Championship may not be substituted without the permission of the Race Committee. Any substitute thus permitted shall not helm the boat.

In the event that a sail or spar has been lost or damaged during the course of the championship and to such an extent that it cannot be used, the Race Committee may authorise the use of a replacement sail or spar. If damage occurs during the first race of the day, equipment may be replaced between races provided a written request is lodged before the end of protest time for that day. "

Equipment and Measurement Checks

FFIA recommends.....

"As required by the Race Committee or as directed by the protest committee, a boat may be inspected and re-measured at any time during the regatta."

Support Boats

As per Notice of Race (above)

Radio Communication

As per Notice of Race (above)

Effective - July 2020

Previous issues - August 2016
February 2014
March 2012

Attachment A

FFIA Trophy List

National Championship

Winner of the Australian Championship	Coweslip Trophy
Crew of Winning Boat	Anniversary Trophy
2 nd Place in the Australian Championship	Canberra Plate
3 rd Place in the Australian Championship	Tempest Trophy
4 th Place in the Australian Championship	The Gippsland Lakes Trophy
5 th Place in the Australian Championship	The Lake Macquarie Trophy
Winner Invitation Race	The Uffa Fox Trophy
Winner on Handicap	The Allan Brooke Perpetual Shield
1 st Female in the Australian Championship <i>Helm or Crew</i>	The Matt Owen Trophy
1 st Silver Boat in the Australian Championship	J.A. T. "Tally" Hobbs Trophy
1 st Classic Boat in the Australian Championship	The Walbourn Trophy
1 st Boat whose combined crew ages are <50 years	The Rising Stars Trophy
1 st placed helmsman >65 years	The Masters Trophy
1 st Boat whose combined crew ages are >125 years	The Bill Shand Trophy