The Organising Authority shall be responsible for:

<table>
<thead>
<tr>
<th>Rule</th>
<th>Details</th>
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<tbody>
<tr>
<td>A 3.1</td>
<td>Refundable bond to the value of €3,000</td>
</tr>
<tr>
<td>A 8.1</td>
<td>Travel from home to venue, accommodation and meals for International Jury of six members</td>
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<tr>
<td>A 15.2</td>
<td>Prizes for top 10 overall and top 5 U23. Or C 7.2 - The top five in U23 only events</td>
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<tr>
<td>A 17.1</td>
<td>Travel expenses from home to venue, accommodation and meals for up to four IFA officials or their appointees, the Class Measurer and the Class appointed PRO.</td>
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<td>F 1.1</td>
<td>Construction and costs of any measurement equipment as directed by the Event Measurer.</td>
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<tr>
<td>G 5.1</td>
<td>Video team (fees, transport, accommodation and meals) as directed by the IFA.</td>
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<td>G 5.3</td>
<td>Tracking (optional)</td>
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<tr>
<td>I 1.2</td>
<td>Mid-Week Dinner free of charge to all sailors and officials</td>
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<tr>
<td>I 2.1</td>
<td>Event shirts, mementoes</td>
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<tr>
<td>I 3.1</td>
<td>Event branding, banners etc</td>
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PART A – MAJOR CHAMPIONSHIP RULES

1. Rules
1.1 These rules are binding upon Organizing Authorities (OA) unless varied in writing by the Executive Committee. They will govern the Finn Gold Cup, the Open Finn European Senior and U23 Championship and the U23 Finn World Championship or any other championship that IFA decides to sanction (hereafter ‘Major Championships’).
1.2 Variations to the Open European Championship can be found in Part B. Variations to the U23 Finn World Championship can be found in Part C.
1.3 Wherever the rules are applicable to the Gold Cup only, it will be so designated.

2. Deed of Gift (Gold Cup only)
The Finn Gold Cup, presented by Mr F.G. Mitchell of the Royal Corinthian Yacht Club, Burnham-on-Crouch, United Kingdom, is to be held every year. If for any reason races cannot be held in a given year, the Cup shall be returned to the Royal Corinthian Yacht Club. The Gold Cup shall be held outside Europe a minimum of once every four years.

3. Bond
3.1 The Organizing Authority of the Gold Cup or the European Senior Championship shall forward to IFA, on receipt of an invoice, a bond to the value of £3,000.
3.2 This bond may be used at the discretion of IFA to ensure compliance with the International Finn Class Event Manual for the relevant championship. Upon satisfactory completion of the Championship, the bond (or the remaining part thereof) will immediately be released to the Organizing Authority.

4. Venue decision
4.1 The Annual General Meeting shall decide on the venue of the following year’s Major Championships upon written proposals submitted by aspiring hosts through the bidding document (see Part E)
4.2 A country wishing to organize the Gold Cup shall guarantee a visa for all competitors.
4.3 Proposals for the succeeding years may also be discussed and decided upon.
4.4 The date and venue for each major championship shall be published at least nine months in advance.
4.5 The dates should not clash with other major international or regional Finn events.
4.6 An IFA representative will be invited to visit the venue, at the host’s expense, prior to selection in order that a full report can be made.

5. Organizing Authority
5.1 Following approval of the venue by the IFA, the Organising Authority will confirm the schedule as soon as possible with IFA. Dates must be set for registration, measurement, practice race, and racing days. Dates must be validated by World Sailing as per the Olympic classes contract with World Sailing.
5.2 Each Organizing Authority shall work in conjunction with the President and Secretary of its country’s National Finn Association or their nominees. All items listed in the IFA Event Manual are to be addressed in the preparatory stage leading up to each championship.
5.3 The Organisers must liaise with their MNA to check whether they have any requirements (approval of Notice of Race, Sailing Instructions, etc). If necessary, Organisers must seek approval from Coast Guard, Police etc.
5.4 The National Authority’s approval must be sought prior to applying to the IFA to host the event.
5.5 National Prescriptions to the Racing Rules will not apply to IFA events.

6. Notice of Race and Sailing Instructions
6.1 The Notice of Race and Sailing Instructions shall be written in English in accordance with RRS 87 and 88, RRS Appendix M and N, and be based on the IFA Standard documents, which aim to follow the World Sailing Race Management Manual as closely as possible. They shall be agreed in writing with the IFA Executive Director or the Vice-President Sailing.
6.2 The Notice of Race and entry form should be published by the OA at least six months before the start of the Championship.
6.3 An online entry form should be published on the event website.
6.4 The Sailing Instructions should be ready two months in advance and a draft published on the event website. The final version will be provided at registration.
6.5 Drafts should also be sent to Jury members for comments, after IFA has given its comments.
7. **Entry and entry fee**
   7.1 Entries for all Championships must go through the National Secretaries.
   7.2 The number of entries is based on the number of dues (IFA stickers) paid by each country in the current year (see IFA Constitution). Only current members who have paid their National Finn Association and IFA dues will be permitted to race. They must be able to present their IFA stickers or proof of membership. Anyone racing without having fulfilled these requirements shall be scored DNS.
   7.3 The entry fee should be determined together with IFA and shall not exceed 7 times the current IFA fee (£30 in 2017) plus the IFA marketing fee (£90 in 2017) and shall include the cost of all social events.
   7.4 Entry dates will normally close four weeks before the start of the regatta. A late entry fee may be charged in agreement with the IFA.
   7.5 Coaches can be charged an entry fee to a maximum of €75. It is then expected that the coaches receive the same service (T-shirt, food…) as the sailors.
   7.6 Entry must be validated by National Finn Secretaries and checked against the IFA quota system.

8. **International Jury**
   8.1 There must be an International Jury in accordance with RRS Appendix N. It shall include a total of 6 members. At least four members should have proven experience in on-the-water judging of RRS 42 (Propulsion). At least two should have practical Finn racing experience and at least three should have judged major Finn regattas before.
   8.2 The Jury Chairman should not be of the same Nationality as the organising country.
   8.3 According to the Olympic classes contract with World Sailing, the Jury for Olympic classes World Championships shall be appointed by World Sailing.
   8.4 IFA will recommend the Jury to World Sailing.
   8.5 For events where World Sailing is not appointing the Jury, the Jury will be appointed by IFA and the OA may recommend names. The organisers shall not plan to use the Eurosaf exchange programme without the knowledge and agreement of IFA.
   8.6 The Jury must have at least three well-manoeuvrable boats at its disposal for RRS 42 enforcement, and there should be two judges in each boat.
   8.7 The International Jury should meet with the IFA Representative (the Executive Director or the Vice-President Sailing) before the first race for a policy briefing.
   8.8 The International Jury chairman should liaise with the IFA Representative throughout to receive sailors’ feedback, etc.
   8.9 If a practice race is held, the Jury should be prepared to hold a briefing on RRS 42 before and a debriefing afterwards.
   8.10 Jury notices and Rule 42 infringements should be updated on the Online Notice Board.
   8.11 Once the Jury is constituted, each member should receive information on accommodation and transport possibilities, and their arrival and departure dates must be recorded. Then a date for the first Jury meeting must be set. A pre-regatta discussion between the RC chairman, the Jury and the IFA representative will be held before the practice race.
   8.12 The Jury will require three yellow flags, and three radios on a different channel from race committee.
   8.13 A Jury Secretary needs to be appointed, and the Jury needs to be allocated a Jury room.

9. **Safety and Security**
   9.1 The OA should demonstrate that it has an adequate safety plan in place. (Number of boats, experience of crews, name of rescue leader).
   9.2 Upon arrival at the venue, a class representative should have a meeting with the rescue leader to finalize details. Safety crews should receive instruction on how to recover Finns to prevent any damage.
   9.3 There must be at least one safety boat per 20 competitors.
   9.4 A security system should be set up to guard the boat and car park, including fencing, night security, daytime security when racing.
   9.5 A medical emergency procedure should be in place with access to a doctor, hospital, phone numbers and first-aid, emergency equipment on site.

10. **Race Office**
    From the first measurement day the Race Office should be open daily from 9 am till 5 pm. Preliminary race results must be available as soon as possible after each race. The Official Notice Board must be in, or close to, the Race Office.
11. Skippers Meeting and debrief
11.1 A sailors briefing should be held before the start of the practice race, or the first race if no practice race is scheduled. The Race Officer should be present. This should include the introduction of RC & Jury Chairman. No questions from competitors on rules, sailing instructions and interpretations may be answered at this meeting.
11.2 Competitors to be advised to put their questions in writing. Written answers to be published on the Notice Board a.s.a.p.
11.3 A daily debrief shall be organised by the PRO and Jury Chair, 30 minutes before the end of protest time.

12. The Course
12.1 Gold Cup only: Except for the Medal race, the nearest land should be at least one mile away from any point of the course area. If at all possible, the entire course area should be at least two miles off high ground.
12.2 The triangular course will be sailed in winds over 20 knots (or when surfing conditions) with a windward/leeward/triangle, finish on the second reach (offset mark at top mark and gate at bottom); under 20 knots, the course will be a windward/leeward race with an offset mark at the top and a gate at the bottom (downwind finish).
12.3 On the last day of the Championship, the Medal Race (if a minimum of 5 races has been sailed) will be sailed separately by the top 10 placed sailors in the overall ranking using the Olympic format (short race, direct judging, not discardable). The offset mark is not needed for the medal race. The rest of the fleet will sail 1 race on the last day (before or after the Final depending on weather conditions, but the Medal Race shall be given priority in poor conditions) with normal scoring and judging. No sailors will be able to get into the top 10 after the last race even if the final results are less than a sailor ranked in the top 10 before the last race. (Refer to Addendum Q.)

13. Minimum wind strength and time limit
No race shall be started in less than 6 knots of wind measured on the starting vessel at deck level. The time limit must be specified in the sailing instructions. When the true wind speed measured between 2 and 4 metres above the water level, as far as practically possible across the race course, clearly drops below 5 knots for a period of 5 minutes, the race committee may abandon the race.

14. Format
14.1 At the Finn Gold Cup and the Open European Championship, a total of 11 races will be sailed over six days (to be scheduled in conjunction with the local race committee, i.e. taking into account the likely local weather conditions).
14.2 There will be two races scheduled per day for five days followed by a medal race on day six and a final race. There will be a maximum of three races on any day but only one race ahead of schedule is allowed.
14.3 In prior consultation with every interested party the IFA Executive may evaluate different racing formats and decide to test those at regattas of their choice.
14.4 Races should be approximately 75 minutes in duration, but target time can be lowered up to a minimum of 60 minutes when three races are scheduled.
14.5 One discard will be allowed, which will take effect once five races have been completed.
14.6 Four races shall be completed to constitute a series.
14.7 A medal race shall only be sailed after five races have been completed.

15. Prizes
15.1 IFA will provide medals for the top three.
15.2 The OA shall provide a prize for the overall top 10 as well as for the top five U23.
15.3 The prize giving ceremony shall be held as soon as possible after the end of the last race.

16. Competitors’ Accommodation
Competitors’ accommodation must be as close together as possible and every effort should be made for the accommodation to be within walking distance from the boat park. Campsites with special rates shall be organised and communicated on the website.

17. IFA requirements
17.1 The OA shall pay for the travel expenses, accommodation and meals for up to four IFA officials or their appointees, Class Measurer, Class appointed PRO, when applicable, and the International Jury.
17.2 IFA officials and race officials shall be accommodated as close to the venue as possible.
17.3 IFA officials and race officials shall be provided with adequate transportation to and from the venue.
17.4 The IFA Annual General Meeting shall be held during the Gold Cup or depending on schedule during the European Championship, at a date to be determined by the IFA Executive.
   a) Date and location to be decided at least 2 months prior to the Regatta.
   b) Date should not clash with any social event.
   c) Facilities required to be secured by the host club are: two tables for Executive Committee, ca. 50 chairs, overhead projector or flip chart, microphone.
17.5 The host club shall provide the IFA
   a) a small office with free high speed wifi for use by the IFA Executive Director and IFA Press Officer.
   b) Photocopying facilities and rubber boat for the IFA Chief Measurer
   c) Safe place for the Trophy

18. Sponsor agreements
A list of possible sponsors should be drawn up and sent to IFA. IFA is looking for long-term sponsorship for the Association itself and therefore some coordination is required.

19. Charter boats
The Organizers together with the host country’s National Finn Association should look for charter boats and inform IFA of the number available and the fee required for each boat.

20. Clinic
20.1 The Organizers and IFA shall discuss whether a clinic for sailors from developing nations will be held on the days preceding the Championship. Attempt to offer accommodation discount rates to clinic participants.
20.2 Dates must be set as well as a deadline for participation, and a maximum number of participants.
20.3 Facilities needed by the clinic coach are: a classroom, flip-over charts, video projector and screen and a rubber boat.

21. Results
21.1 Organisers should provide electronic race and overall results, and mark roundings.
21.2 Results should be provided in XRR (or Excel) format as specified by World Sailing
21.3 The World Sailor ID should be linked to each name.

22. Dope Testing
Doping control is often organised during Olympic classes major events. The Organisers should include the cost of this in their budget (usually minimal).

23. Final Decisions
The final decisions on any matters not covered by this Event Manual, the RRS and the Int. Jury shall rest with IFA.
PART B – OPEN EUROPEAN CHAMPIONSHIP RULES

1. Eligibility
1.1 The Open European Championship shall be open to any Finn helm.
1.2 The European title can be won by any Finn helm sailing under the flag of a European country in which he holds a valid passport.
1.3 The U23 Finn European title can be won by any Finn helm sailing under the flag of a European country in which he holds a valid passport, who will not reach his 23rd birthday by January 1 in the year of the championship.

2. Prizes
2.1 The IFA will provide medals for the top three European sailors in the European Championship and the U23 European Championship
2.2 The OA will provide prizes for the top 10 sailors in the Open European Championship
2.3 The Finn European Champion will be the first sailor in the overall results who meets the requirements of D 1.2.
2.4 The U23 Finn European Champion will be the first sailor in the overall results who meets the requirements of D 1.3.
PART C – U23 WORLD CHAMPIONSHIP RULES

These rules allow variations from Part A that govern the U23 Finn World Championship for the Jorg Bruder Silver Cup.

1. **Deed of Gift**
   The Jorg Bruder Silver Cup, presented by the late Club de Rio do Janeiro, Brazil, is to be held every year.

2. **Championship Venues**
   The venue for the U23 World Championship shall be decided by the Annual General Meeting or another meeting to be decided by the IFA Executive.

3. **Eligibility and entry**
   3.1 The U23 Finn World Championship shall be open to any Finn helm who is a fully paid up member of a National Finn Association and who will not reach his 23rd birthday by January 1 in the year of the championship.

4. **Format**
   4.1 There will be a total of 13 races
   4.2 The races will be sailed over five days
   4.3 There will be a maximum of four races per day.
   4.4 Races should be approximately 50 minutes in duration
   4.5 Four races shall be completed to constitute a series.

5. **Courses**
   5.1 Courses will be a windward/leeward race with an offset mark at the top and a gate at the bottom (downwind finish).

6. **Scoring**
   6.1 The Sailing Instructions shall state that the Low Point Scoring System be used, modified so that if 5 or more races are sailed, the result of each boat's worst race shall be discarded.

7. **Prizes**
   7.1 The IFA will provide medals for the top three
   7.2 The OA will provide prizes for the top 5 sailors in the overall results

8. **Accommodation and Transport for Class Officers**
   8.1 The Organizing Authority shall pay for the travel expenses, accommodation and meals for up to 2 IFA Executive officers and the Class Measurer.

9. **Other activities**
   9.1 IFA encourages organisers to arrange non-sailing activities for the competitors.
   9.2 A sailor’s meeting shall be arranged to discuss format and future venues.
PART D - VENUE REQUIREMENTS

1. Racing area
1.1 The Gold Cup shall be sailed on open water.
1.2 The proposed racing area shall allow the upwind leg to be set to a minimum of 1.3 nautical miles.
1.3 No major championship should be held in water that has a very strong tidal stream, or that is likely to have light or unsteady wind.
1.4 The course of all Finn Class Major Championships shall be exclusive and separate, except that U23 Championships may be combined with Senior Championships.
1.5 The Finn Class Major Championship shall be the only event organised by the yacht club during this time unless agreed by IFA.

2. Ashore
2.1 The venue (YC and ramps to the sailing courses) shall be opened to the sailors, secured, and fitted with all necessary facilities at least seven days before the first measurement day.
2.2 The venue shall have sufficient space for containers (check with IFA depending on location) from at least two weeks before the event.
2.3 Crane facilities shall be provided if needed to unload/load the containers.
2.4 Fresh water shall be supplied in the dinghy park (1 hose per 10 boats)
2.5 Launching ramps. These should be 1.5 metres wide per 10 entries and made in such a way that competitors can use their trolleys. There should be buoys and hauling-off lines if the launching site is on a lee shore.
2.6 Emergency medical facilities shall be available nearby.
2.7 Coach boats berthing shall be in walking distance from the dinghy park and free of charge.
2.8 A dry room in the YC or on the dock shall be made available to dry/store sailing gears overnight.
2.9 Every effort should be made to provide adequate security for cars, boats, accommodation, and valuables left ashore when racing.
2.10 The location of the nearest boatyard, sailmaker and yacht chandler should be published and every effort must be made to ensure that a sailmaker is available at all times.
2.11 Communication (Wi-Fi or Internet access) services for competitors and press

3. Accommodation
3.1 There should be several types of accommodation in different price categories.
3.2 It should be attempted to offer discount rates if more people book together for the duration of the event. Information details should further include:
   a) distances to the harbour
   b) booking dates
3.3 Information on nearby campsites and the possibilities for parking vans/motor homes should be included as well.
PART E – BIDDING FOR A CHAMPIONSHIP

1. Venues
1.1 The IFA prefers open-sea venues that have reliably strong winds and that showcase Finn sailing as an athletic, physical sport.
1.2 If the IFA receives more than three bids, then the Executive Committee shall decide which bids shall be presented to the AGM based on the requirements of E 1.1.
1.3 IFA reserves the right to invite potential host clubs to present a bid at the AGM.
1.4 By presenting a bid, candidates will be deemed to have read and understood this Event Manual and to agree to abide by all of its contents, unless varied in writing by the IFA Executive Director.
1.5 All bids must be accompanied by a fully completed and signed Declaration form in Part J
1.6 A budget should be drawn up and attached to the application form.
1.7 If no bids are forthcoming, IFA reserves the right to identify and select a venue.

2. Presentation
2.1 Candidates shall inform the IFA Executive Director of their intention to present a bid at least three months prior to the AGM where the vote will be taken.
2.2 Host clubs shall provide IFA Executive Director will all required documents at least six weeks prior to the AGM. These are:
   a) Signed Declaration (Part J)
   b) Proposed budget
   c) Letter of Approval from Host country MNA
   d) Letter of Approval from host country National Finn Association
   e) Details of venue, maps and logistics (ports, airports, travel) – see 4.1
   f) Summary of prevailing weather and sea conditions
   g) Proposed dates, with alternatives.
   h) A fully budgeted media plan
2.3 Presentations shall be supplied as a PDF, Powerpoint or video and shall take no longer than 5 minutes to present to the AGM.
2.4 Venues can be voted on a maximum of three years prior to the event.

3. Voting procedure
3.1 After the presentation(s) the Council will vote for the venue
3.2 This decision shall be by a majority show of hands. If all venues get less than 50% of the vote, the venue with the lowest vote will be removed and the vote re-held. This process will be repeated until there are only two venues left, if appropriate.

4. Documentation
4.1 The IFA shall be sent the following additional information
   a) Map of the venue.
   b) Promotional information and photographs of the venue.
   c) Details on the nature of the waters in the race area, including: whether the water is tidal or fresh; velocity and direction of expected currents; tidal range in meters between high and low tide; likely swell or other local wave conditions; depth of water and obstructions in the area; dangerous fish, snakes or other creatures; current pollution levels.
   d) Details on the wind and climate including: average wind conditions in the course areas for the relevant time of year with average daily wind velocities; average wind direction and typical direction changes; information on air temperature; water temperature and humidity.
   e) Any other information to support the application.

5. Confirmation
5.1 The IFA Executive Director will confirm the winning bids by email to the Organising Authority.
PART F – EQUIPMENT INSPECTION

1. Guidelines
1.1 Full details of how to set up measurements stations and carry out Equipment Inspection are available at: http://finnclass.org/technical/measurement-guidelines
1.2 Boats will be measured to the latest Class Rules and Case Laws, and competitors must present valid IFA measurement certificates.
1.3 Boats should be measured and equipment identified before racing, but the measurer may check any measurements within the class rules any time.

2. Equipment to be checked
   The following should be checked at the preliminary measurement:
   2.1 Hull
      a) Shape using the IFA-approved templates and jig.
      b) Weight, Lamboley test, Longitudinal Centre of Gravity
      c) Centreboard slot. (Boat to be measured with one centreboard only).
      d) Play at the mast bearings.
      e) Arrangements to prevent the mast and rudder from becoming detached in a capsize.
   2.2 Masts: Max 2 per boat. Weight, centre of gravity and black measurement bands.
   2.3 Booms: Max. 2 per boat. Black measurement bands and limiting stop with the boom attached to the mast.
   2.4 Rudders: Max. 2 per boat. Shape and thickness.
   2.5 Centreboard: Max. 1 per boat. Maximum projection from the keel.
   2.6 Sails: Max. 2 per boat.
   2.7 Sails should have been measured beforehand. If unmeasured sails are presented, the measurer may (a) postpone their measurement to avoid inconvenience to others; and (b) charge a fee.

3. Spot checks
3.1 Measurers should check measurements of three boats after each day's racing. Contraventions should be reported to the International Jury, who are requested to consult the Technical Committee or Executive representatives before reaching decisions.
3.2 All interchangeable gear, i.e. masts, booms, sails and rudders must be clearly marked as measured with waterproof material. All mechanical and electrical instruments, except magnetic compasses and watches are prohibited.

4. Equipment Inspector's Boat
   There should be a separate rubber boat available for the IFA Chief Measurer at all times to enable him to check boats on the water anytime.

5. Measurement equipment and procedure
5.1 The IFA Chief Measurer and Technical Committee Chairman should be contacted.
5.2 In coordination with the IFA Chief Measurer the procedure for measurement is defined. He must be informed of:
   - a) the proposed location
   - b) the available space in square meters
   - c) the equipment that is available (scales, for weighing clothes + people)
   - d) the amount of time available
   - e) the number of local people who can assist him. (He should also have an indication of their measuring experience, language ability, etc.)
5.3 He will then determine:
   - a) which items will be measured.
   - b) what equipment needs to be constructed or brought (jig, templates, etc) and how this should be done.
   - c) a procedure for pre-regatta measurement (order of stations, etc.)
   - d) a system of measurement checks at the end of each race.
5.4 IFA has a standard measurement form that can be adapted to the local situation.
5.5 The transport of the measurement equipment must be paid for by the organizers.
5.6 The IFA measurer will make stickers for equipment identification. The cost will be reimbursed by the OC.
PART G – MEDIA REQUIREMENTS AND GUIDELINES

1. Media plan
1.1 The Media Plan, including website and communication, shall be organised in very close cooperation with the IFA office.
1.2 The IFA will host the event website and will provide adequate space for organiser branding and event sponsors in one of the following URLs.
   a) YEAR.finngoldcup.org
   b) YEAR.finneuropeans.org
   c) YEAR.finnsilvercup.org
1.3 The official event Facebook or Twitter feed shall be the Finn class channels.

2. Results
2.1 Results shall be published as soon as possible in an html format online (not PDF), ideally before sailors are ashore. Race results shall be transmitted to shore immediately after the finish for display online and the Notice Board.
2.2 Results shall integrate links to the sailor’s World Sailing sailor ID.
2.3 Mark rounding diagrams shall be prepared for each race.
2.4 Final results shall be sent to World Sailing in XRR or Excel format for inclusion in World Rankings.

3. Website
3.1 The website may be launched as soon as possible, but at least six months in advance of the event.
3.2 An online entry system shall be published at least three months in advance of the event. The OA may use its own system for this process.
3.3 The website will list all entries and include a system for taking of entry fee and coach payments.
3.4 The website will be the main media outlet during the event and shall include all results, event reports, photos and videos as soon as possible after they are released.

4. Finn Class Channels
4.1 The Finn Class operates a range of social media channels. They should be linked to the event website and take priority over the club or federation social media.
   a) Facebook: https://www.facebook.com/pages/Finn-Class/110408332633
   b) Twitter: https://twitter.com/Finn_Class
   c) YouTube: http://www.youtube.com/thefinnchannel
   d) Flickr: http://www.flickr.com/photos/finnclassphotos/
   e) Instagram: https://www.instagram.com/finnclass/
4.2 A link to the Press Release sign up form shall be included on the event website: http://www.finnclass.org/media-finn/newsletter-a-press-release

5. Media content
5.1 The Finn Class will normally provide copyright free photographs during the event. If this is not possible then the host shall pay for a professional photographer to cover the event and make the photos available for media and class use.
5.2 The OA shall pay for a video team. Minimum requirements are daily 2-3 minute highlights with interviews, 3-4 minute daily VNR, 3-4 interviews each day in English and home language. IFA recommends that the video team include a drone operator,
5.3 Tracking, if provided, shall be at the OA expense.
5.4 Daily press release will be written and sent to an extensive international media list by the IFA.
5.5 It is recommended to have a local press officer who will take care of the local and national media and local TV, in the host country language.
5.6 IFA shall retain all reproduction and distribution rights to the content produced by the video team.

6. Other
6.1 A Jury Board will be set up by the IFA for use by the Jury. The OA will add a link from the home page
6.2 The website should also include the following information
   a) travel (visa requirements)
   b) transport possibilities (for boats and people) + shipping agents
   c) detailed directions on how to reach the host club
   d) accommodation (price, choice, reservations)
e) sailmaker nearby and available
f) daily weather forecasts
g) fuelling possibilities for rubber boats (coaches, etc.)

6.3 The OA shall provide suitable media boat, ideally with a protected foc’sle, for the IFA media team
PART H – RACE MANAGEMENT

1. Policy
1.1 The IFA or World Sailing may request that a Course Rep be appointed by the class to work with the local Racing Committee. At regattas that are Olympic qualifiers, World Sailing is requesting for a Course Rep be present.
1.2 The RC shall inform IFA of the location of course as early as possible, and also if an alternative area is proposed for heavy weather.
1.3 During the regatta, decisions on whether such an alternative course is used must be taken in consultation with IFA representatives.
1.4 The RC should explain its safety procedure (number + type of boats, number of crew and experience with Finns).
1.5 There should be a short pre-regatta rescue crew meeting with an IFA representative in which Finn characteristics and preferred rescue methods are discussed.
1.6 RC explains its tally procedure, if it wishes to have one.
1.7 After each race a 360° /720° declaration form should be available from the Regatta Office for signing by competitors who have done penalty turns.
1.8 A meeting of the RC chairman with Jury chairman and IFA representative must be called before each major decision.
1.9 If three races are considered, this should be announced the night before (change of schedule; see relevant sailing instruction).
1.10 The use of bow numbers is highly recommended.
1.11 The Race Committee must make every effort to see that the beats are straight upwind.

2. Starting Procedure
2.1 The first start shall be with only P-flag.
2.2 If there is a general recall and it is not the sailors' fault, then use same procedure again (eg. if the line isn't square, or there is another reason such as current on the course which makes one end highly favoured). If it is not an RC error, then use U-flag for the next start, before going to Black flag if problems persist.
2.3 The starting line must be of adequate length (approx. 1.25 x 4.5 m x no. of boats.)
2.5 There should be a Pin End Boat that repeats the following visual signals of the Starting Vessel: Code flag X, 1st Substitute, U-Flag, Z-Flag, Black Flag.

4. Marks of the Course
In poor visibility each mark of the course should be indicated by a boat lying off with a large spherical shape at least 10 feet above the water.

5. Course Direction
The Starting vessel should display the approximate magnetic compass bearing from the leeward mark to the windward mark in clear, large numbers.

6. Lead Boats
In poor visibility there should be a clearly identified lead boat going ahead of the fleet in the direction of the next mark throughout the race.
PART I – OTHER ACTIVITIES

1. Social events
   1.1 Official dinners, the opening ceremony and the closing ceremony shall be organised in close cooperation with the IFA to maximise attendance.
   1.2 The organiser shall provide one event dinner, a mid-week casual party, and after sailing food, free of charge, such as pasta, pizza, or other carbo foods.
   1.3 Socials should be well advertised well in advance on separate posters near the Race Office, Notice Board, etc. to make them successful and well attended.
   1.6 Socials shall be free of charge to competitors and coaches.
   1.7 It is the tradition of the class that while the opening ceremony is mostly formal and geared towards VIPs, sponsors, etc., the prize giving & closing ceremony is very much a party for the sailors culminating with the honouring of the champion. Speeches should be short and in English.

2. Fringe activities
   2.1 The Organizers and IFA coordinate the organization of such matters as:
       a) T-shirts / polos
       b) mementos
       c) photographs
       d) stickers
       e) prizes / trophies

3. Event branding
   3.1 The IFA is keen to encourage organising authorities to fully exploit the marketing and branding opportunities of the event. This can include:
       3.1.1 Central and contained area for sailors to congregate before and after racing with food and beverage options
       3.1.2 Banners of the event and the sponsors displayed at the venue and in the town
       3.1.3 Collaboration and engagement with schools and students to involve the wider community
       3.1.4 Collaboration with local radio or TV to promote sailing and the event
       3.1.5 The logo with the use of the Olympic rings is allowed but restricted. The logo must be approved by IFA.
**PART J – APPLICATION AND DECLARATION**

This form refers to the IFA Event Manual. The form must be completed by a National Finn Association or candidate host club and submitted to the IFA office at least three months before the IFA AGM where the bid will be presented.

Completed Forms and all accompanying documentation (see Part H) should be sent to the IFA Executive Director, 39 rue du Portal d’Amont, 66 370 Pezilla la Riviere – FRANCE – email: corinne.mckenzie@orange.fr

<table>
<thead>
<tr>
<th>Name of National Finn Association/Candidate Host Club:</th>
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<tbody>
<tr>
<td>Contact name:</td>
<td></td>
</tr>
<tr>
<td>Email address:</td>
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<tr>
<td>Which IFA Championship are you applying to host?</td>
<td></td>
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<tr>
<td>In which year do you wish to host the Championship?</td>
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<tr>
<td>Proposed dates of Championship:</td>
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<td>Alternative years (if not successful):</td>
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<tr>
<td>Proposed venue and club:</td>
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<tr>
<td>Which major regattas have been held at this venue recently?</td>
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<tr>
<td>Nearest international airport (and distance):</td>
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<tr>
<td>Nearest seaport (and distance):</td>
<td></td>
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<tr>
<td>Distance of course area to the harbour:</td>
<td></td>
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<tr>
<td>Please give details of your proposals for competitors’ accommodation:</td>
<td></td>
</tr>
<tr>
<td>How experienced are the Race Organisers and Club Personnel in running such an event?</td>
<td></td>
</tr>
<tr>
<td>Who would be the Principle Race Officer? (Please provide details of his experience and contact details for references for him.)</td>
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</tr>
<tr>
<td>Do you have government or other national funding for the Championship?</td>
<td></td>
</tr>
<tr>
<td>Do you have a sponsor(s) for the Championship?</td>
<td></td>
</tr>
</tbody>
</table>
If so, please give details

If you have answered ‘no’ to the two questions above, how do you propose to raise sufficient funds to host the Championship?

Have you arranged any discounted travel, airfares or shipping to the venue? Please detail.

What benefits do you see in hosting this Championship?

Other comments:

| If you have answered ‘no’ to the two questions above, how do you propose to raise sufficient funds to host the Championship? |
| Have you arranged any discounted travel, airfares or shipping to the venue? Please detail. |
| What benefits do you see in hosting this Championship? |
| Other comments: |

**ACCEPTANCE OF THESE RULES**

On behalf of the Organising Authority (OA), the below signed agrees to comply with all the requirements laid out in the International Finn Association Event Manual and in all matters pertaining to the organisation and running of the proposed IFA Major Championship

I, ________________________________________ of ________________________________

[signature]  

(name of Organising Authority/Yacht Club)

agree:

• to comply with all points in the International Finn Association Event Manual
• that any deviation will only be on the prior written approval of the IFA Executive Director
• to pay the Marketing Fees (see Rules A7.3) into the IFA account, no later than two weeks following the final race of the Championship

On behalf of the Organising Authority:

____________________________________  _________________________________

[signature]  

[print name]

On behalf of the IFA:

____________________________________  _________________________________

[signature]  

[print name]