



Document Governing All Sanctioned Lightning Class Championships

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ARTICLE I – PURPOSE

- These articles shall govern all sanctioned Lightning Class Championship Regattas in accordance with Article XI of the By-Laws including but not limited to Districts, Area, and World Championships.
- These articles shall be supplemented by written Sailing Instructions that may alter a Rule by specific reference to it. The Sailing Instructions shall be approved by the ILCA Executive Committee or if the E.C. is unavailable the Organizing Authority.
- The Sailing Instructions shall not alter:
 - Articles I through VII
 - Article VIII, Paragraphs 2 and 9.
- Additional Restriction on Sailing Instructions
Article VIII Paragraph 9 can only be modified if US Sailing Appendix V or its equivalent is adopted.

ARTICLE II – ORGANIZING AUTHORITY

- Sanctioned Lightning Class Championships shall be organized by the International Lightning Class Association, either with the approval of a National Authority or in conjunction with a Club or Regatta Committee affiliated with a National Authority.
- The responsibility of arranging for proper facilities, entertainment, awards, etc. shall rest with the Fleet in whose waters the series is held, but in no case can the series be held in a facility where the presence of overhead power lines could constitute a danger to participants

ARTICLE III – PERPETUAL TROPHY

- A perpetual award should be provided for each Championship and should be inscribed to include the words "International Lightning Class" before the name of the Championship.
- The perpetual award should be held by the Fleet of the winner until the next Championship, subject to the order and approval of the governing authority.

3. Right, title, and interest in and to perpetual trophies shall always be in the name of the governing authority for such Championship or the donor of the trophy, who may impose any conditions necessary to safeguard same.

ARTICLE IV – TIME AND PLACE

1. District and Area Championships shall be contested annually.

ARTICLE V – ENTRIES

1.
 - (a) Approved Measurement Certificate must be on file in the ILCA Office for each boat entered. No entry shall be accepted which does not meet all the eligibility requirements

ARTICLE VI – ELIGIBILITY

(Note: Consult carefully the I.L.C.A. Constitution and By-Laws on membership and measurement qualifications and other details affecting eligibility.)

1. Boat must be certified eligible by the Measurement Committee before it can be entered in an area Championship. Boat, sails, spars, and equipment must be made available for measurement and inspection before the area Championship; and any or all yachts or portions thereof may be ordered re measured by the Measurement or Executive Committees.
2. Boats must hold valid Measurement Certificates, including Mast Certifications, and must display valid membership decal and mast decal. Measurement Certificates must be presented at time of Measurement.

Each boat shall carry a fluke-type anchor weighing at least 4 pounds (1.8 kg) with 50' (15.24m) of 3/8" (9.525 mm) line attached for anchoring a Lightning, a compass, a minimum one gallon bucket, a paddle, an approved wearable life preserver for each person on board, a throwable life preserver (cushion) and attached whistle unless modified with the approval of the Measurement Committee. Modifications should be included in the Notice of Race. Each yacht must be equipped with a centerboard preventer.

3.
 - (a) All sails shall bear an Official Royalty Label as provided for in the I.L.C.A. Specifications, and Mainsail and Spinnaker numbers shall be the same. When sail measurement is required, each sail shall be stamped with an approval stamp by a representative of the Measurement Committee prior to the first race.
 - (b) Sail Measurement - Only five sails shall be approved for use, consisting of one main, two jibs, and two spinnakers. All sails being measured shall be dry and at room temperature. Sails which do not measure may be returned to the owner for correction if such correction can be made within a reasonable time before the Sail Measurement Committee terminates its measuring of contestants' sails. When said sails are remeasured, the committee may or may not, at their option, recheck all measurement points.
4. Skipper (Helmsman) must be a Life, Active or Associate Member who meets the requirements as defined in the I.L.C.A. Constitution.
5. Crew must be Active, Life, Crew, or Associate Members of the I.L.C.A. and shall be designated distinctly as Crew. They shall serve as such, only touching the tiller for brief temporary relief. Such periods may include the time required to set, jibe, or douse a spinnaker or repair damage to rigging, but no longer.

ARTICLE VII – SUBSTITUTION

1. There will be no substitution of Skipper.
2. Once the Area Championship has begun, yacht and crew must sail throughout, except in the case of proven accident or illness. Prior to a given Championship series permission may be granted for the use of a specified alternate crew for a specified race or races. Permission for substitution in such cases may be obtained from the District Officers or Organizing Authority directly responsible if the Executive Committee is not available to render a decision. Such permission must be denied if unfair advantage is gained thereby or if not absolutely necessary.

3. If a sail is damaged substantially during the championship, the sail may be replaced with a sail which shall be measured, and which shall be of the same brand, if possible, and with no less use than the damaged sail. Any substitution shall be done with approval from a member of the Event Measurement Committee or by the Race Committee Chairman.

ARTICLE VIII – RACING CONDITIONS

1. For Championships above the District Level, the number of scheduled races shall be six or more as determined by the Executive Committee or if the E.C. is unavailable the Organizing Authority. If the number of completed races is five or less, all will be scored; if six or more, one race will be discarded. This changes RRS A2 and shall be included in the Sailing Instructions to be valid.
2. Per ISAF Regulation 20 (the Advertising Code) the International Lightning Class Association restricts advertising to hulls only. Further club or invitational events may prescribe that no Advertising may be displayed if stated in the NOR and SIs.
3. Time limit shall be two hours and thirty minutes (2:30). If one boat finishes within this limit, all shall be scored. If no boat completes three legs within one hour and thirty minutes (1:30), the race shall be abandoned and, if possible, resailed. The Sailing Instructions may state a second time limit after the first boat finishes after which boats will be scored Did Not Finish (DNF) or Time Limit Expired (TLE). TLE is defined as the number of boats finishing plus two. This section shall be included in the Sailing Instructions to be valid.
4. Scoring - Scoring shall be per RRS Appendix A.
5. Ties - Scoring shall be per RRS Appendix A.
6. The total of those races comprising the championship must be started or abandoned by the day and hour set forth in the Sailing Instructions. In case a race or races are abandoned, the final scoring shall be based upon all the completed races, allowing for drops per the SIs or RRS. This Changes RRS A2 and shall be included in the Sailing Instructions to be valid.
7. The right of appeal shall not be denied except in specific circumstances as stated in RRS 70. Exceptions to this must follow RRS 70 and may include qualifying regattas or the decisions of an international jury.
8. The act of deliberately sacrificing one's own chances of position in a series, thereby materially affecting the position of other competitors, is prohibited and shall be grounds for disqualification. Covering or luffing, providing the yacht is sailing within the racing rules and in a manner consistent with maintaining or bettering her position in the race or series, shall not be deemed team racing tactics. In flagrant cases affecting the point score of the leaders the Race Committee shall have the power, with or without protest, to order the race resailed, bar the offender from the resailed and remaining races by protesting and recommend his or her suspension from the Association to the Board of Governors.
9. The two turns penalty as provided in RRS Rule 44 will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one full turn instead of two. The Notice of Race and Sailing Instructions shall include this provision. This changes RRS 44 and shall be included in the Sailing Instructions to be valid.
10. STARTING. The Executive Committee shall approve the starting sequence. If the Executive Committee is not available to render a decision approval may be obtained from the District Officers or Organizing Authority as appropriate.
11. END OF RACING. RRS 27.3 shall be modified as follows: the Race Committee or Organizing Authority shall not abandon (or cancel) a scheduled race, or races, before the starting signal without approval of the Class Governing Authority. This change s RRS 27.3 and shall be included in the Sailing Instructions to be valid.
12. PROPULSION. Modifying rule 42.3(c), "Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planning is possible, the boat's crew may pull any sail using the sheet only, (not the guy) in order to initiate surfing or planning but each sail may be pulled in only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used." This Class Rule changes RRS 42, and shall be included in the Notice of Race for informational purposes only.
13. PROTEST TIME LIMIT - The question of legality of sailors or equipment must be challenged within the time limit (for filing protests) prescribed in the Sailing Instruction for the regatta in question.

14. DRY SAILING - In the absence of any limitations imposed by the local committee due to inadequate facilities, boats at all sanctioned regattas may moor in the water or haul out between races according to the wishes of the skipper.
15. SUPPORT BOATS: Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel. This section shall be included in the Sailing Instructions to be valid.

ARTICLE IX – NOTICES

1. Official notices of hearings, decisions, procedures, and instructions shall be served upon all parties by posting on a designated "official bulletin board." Such notices would apply particularly to changes in the Sailing Instructions, time and place of races and such other important details as may be required. Responsibility for seeing such notices rests with each contestant.

The following Articles apply in addition at the specific regattas as needed

Articles Which Apply Specifically to District Championships

ARTICLE II – ORGANIZING AUTHORITY

- 1.1 District Lightning Class Championships shall be organized by one of the Fleets or Districts.

ARTICLE VI – ELIGIBILITY

6. When a JUNIOR or WOMAN has qualified in the District they must go to the N.A.'s via that route (instead of waiting and qualifying via the Juniors' or Women's Championships).
7. When a JUNIOR or WOMAN has not qualified in the District they may go to the N.A.'s via the Juniors or Women's (even though they raced in their District Championship).

ARTICLE VIII – RACING CONDITIONS

- 1.1 For Districts, whenever possible, the number of scheduled races shall be no less than five. If fewer than the minimum number of races are sailed, it shall be up to a consensus of District Commodore and Fleet Captains from that District to determine when, or if, the regatta can be resailed or to determine the appropriate representatives.

The number of races, races needed for a drop, and minimum number of races needed to be scored for qualification purposes shall be included in the Sailing Instructions to be valid.

Articles Which Apply Specifically to Area Championships

ARTICLE V – ENTRIES

1. Qualifying races shall be conducted in accordance with these articles. From any district, the member having the best score among those eligible, willing, and able to represent the district who registered for the qualifying regatta shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the district is entitled. A district shall always be entitled to at least one entry even if that district did not host qualifying races. Qualifying races must be free from discrimination and be open to every active member of the district holding the series. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular district holding the series. If a district does not fill its assigned slots, unfilled slots shall be redistributed by the ILCA EC. Once the EC redistributes unfilled slots across all districts to competitors who first competed in qualifying races and then registered in qualifying races, then the EC may fill slots by petition. The EC may delegate this task to the class secretary or the championship regatta host. The EC is the final authority on the number of slots available. No arbitrary selection can be made except in the case where the number of qualified, willing, and able skippers is less than the number of entries to

which the group is entitled. In addition to these requirements, the EC may assign a limited number of slots where it is in best benefit of the class.

2. Entries must be specifically named on an entry blank with information relative to eligibility at least twenty days prior to the first race or as directed by the governing authority for the Championship. Alternative entries may be submitted prior to this date. Approved Measurement Certificate must be on file in the ILCA Office for each yacht entered. No entry shall be accepted which does not meet all the eligibility requirements. If there are still open slots, the EC may extend this deadline.
3. The Vice President in charge of an area championship shall be given an automatic entry into their respective championships.

Articles Which Apply Specifically to the North American Championship

ARTICLE X – TROPHY

1. The trophy may be retired by any Skipper winning it for the third time, if permitted by the Deed of Gift.

ARTICLE XI – TIME AND PLACE

1. The North American Championship shall be awarded to a club or organization meeting the following criteria:
 - (a) A formal bid is submitted to the ILCA Office and the Vice President of North American Championships.
 - (b) The Championship cannot be held in a District if the North American Championship has been held there in the last three years.
 - (c) The Championship shall not be held in waters which are not satisfactory nor where physical facilities or hosting capacities are unsatisfactory for conducting such an event.
 - (d) The Championship shall not be held where the best interests of the Class might be jeopardized
 - (e) The bid may include accommodations to host or co-host the North American Women's, Masters and Juniors Championships.
2. The Executive Committee shall choose the location for the Championship from bids obtained and solicited by the Class Office and the Vice President of North American Championships.
3. The Championship shall begin no earlier than the first Saturday in August.
4. The exact time and location of the Championship shall be determined by the Executive Committee, who may deny the privilege to any Fleet who, in their estimation, does not have the physical facilities and capabilities to conduct such a regatta. Such time and place shall be announced at least one year in advance of the date set.

ARTICLE XII – ENTRIES

1. Approximately 110 boats shall be entitled to enter the North American Championship Regattas. The exact number of entries from each District shall be determined each year by the Executive Committee as a percentage of each District's Active and Life Members so as to attain an entry list of approximately 110 boats. Such percentage shall be announced no later than March 15th and will be applied to the number in good standing as of thirty days prior to the first race of the North American Championship Regattas. Each District shall be entitled to one additional boat for every three boats that qualify for the North American Championship Blue Fleet the previous year. All members of the Executive Committee, the reigning Champion and the reigning World Champion do not have to qualify for the North American Championships and shall not count toward a District's Quota. The Host District shall have its North American quota doubled.
2. The Executive Committee may permit Skippers from outside North America to compete, but no such Skipper shall be eligible for a qualifying berth from North America to the World Championships.
3. From the ILCA Junior, Women's and Masters Championships one or more Skippers, not previously qualified through their District, shall be entitled to enter the North American Championship Regattas in accordance with the following formula: One Skipper qualifies if the Fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc.

4. For Masters' North American Championship: Minimum age of skipper is 55 years; minimum total crew age is 130 years. The skipper and crew meet the minimum age requirements if the age(s) is reached during the calendar year of the Championship.

ARTICLE XIII – RACING CON DITIONS

A- ELIMINATION RACES

1. All boats entitled to enter the North American Championship Regattas shall be divided into equal flights and shall sail a Qualifying Series. Boats shall be rotated between flights so that each Skipper will have an opportunity to sail against as many different Skippers as possible. Four elimination races shall be scheduled, to be sailed the first two days. If all are sailed, three will be scored. If less than four are sailed, all will be scored. If, by the end of the second day, at least three races have been sailed, the Qualifying Series will be terminated. If less than three races have been sailed in the first two days, the Qualifying Series will continue on the third day. As soon as a total of three races have been sailed (including those sailed previously) the series will be terminated and yachts scored on the basis of the races sailed. If, after three days, only one race has been completed, the Qualifying Series will continue until two races have been completed. This changes RRS A2 and shall be included in the Sailing Instructions to be valid.
2. The right of appeal shall be denied for the qualifying series per RRS 70. The Notice of Race and Sailing Instructions shall so state and there are specific stipulations in RRS 70. The Executive Committee may wave this requirement if the host venue can not meet the requirements of RRS 70.
3. The 33 Skippers receiving the lowest number of points in the races plus the reigning North American Champion and all Skippers tied for 33rd place shall be entitled to sail the final series to determine the North American Champion. However, if the reigning Champion chooses and so notifies I.L.C.A. at least thirty days ahead of the first elimination race, he may sail in the Qualifying Series. If he qualifies for the final series to determine the North American Champion the Fleet will be increased to 34 and all Skippers tied for 34th place. The remaining Skippers shall sail for the Presidents' Cup, except that where more than 35 remain after selection of the Championship group, a Governors' Cup series will be conducted. In such case the remaining Skippers shall be divided equally between the two series with those totaling the least points sailing in the Presidents' Cup series. Skippers tied for the last qualifying position in the Presidents' Cup series shall be entitled to sail in that series as shall the odd Skipper should the number to be divided be unequal.

B- FINAL SERIES

1. The number of races scheduled in each of the final series, Championship, Presidents' Cup and Governors' Cup, shall be six, five of which will be scored. If, at the end of scheduled racing, two races or less have been completed, the final results of the Qualifying Series (including ties) will be counted as one race in the Championship Series, Presidents' Cup and Governors' Cup.

In case the defending North American Champion chooses not to sail in the Qualifying Series, his or her average points for the race(s) sailed in the Championship Series will be counted as one race. This changes RRS A2 and shall be included in the Sailing Instructions to be valid.

ARTICLE XIV – QUALIFICATION FOR THE WORLD CHAMPIONSHIP

1. Qualification for the World Championship shall be determined by the order of finish in the North American Championship selected by the Executive Committee as being reasonably far in advance of the World Championship to permit planning by the Skippers and crews entitled to attend. Such selection shall be announced no later than the announcement of the time and place of the selected North American Championship. North American Championship Skippers shall have preference, followed by Presidents' Cup Skippers, and then Governors' Cup Skippers. Should this procedure fail to produce the number of qualifiers to which the Area is entitled, unused slots may be assigned by the EC.

ARTICLES WHICH APPLY SPECIFICALLY TO THE EUROPEAN, SOUTH AMERICAN AND OTHER AREA CHAMPIONSHIPS

ARTICLE XV – TROPHY

1. The trophy may be retired by any Skipper winning it for the third time.

ARTICLE XVI – TIME AND PLACE

1. The Championship shall be held in the home waters of the Fleet having last won the event, except:
 - (a) It cannot be held by the same Fleet two consecutive years.
 - (b) It cannot be held for more than two consecutive years in the same District.
 - (c) It shall not be held in waters which are not satisfactory nor where physical facilities or capacities are unsatisfactory for conducting such an event
 - (d) It shall not be held where the best interest of the Class might be jeopardized.
2. The Championship shall be held at a time suitable to the climate of the area.
3. The exact time and location of the next Championship shall be determined by the governing authority of the Area, who may deny the privilege to any Fleet who in their estimation does not have the physical facilities and capabilities to conduct such a regatta. Such time and place shall be announced as early as possible.

ARTICLE XVII – ENTRIES

1. Entries may be limited, if necessary, by the governing authority of the Area.
2. Skippers from outside the area may be allowed to compete, but no such Skipper shall be eligible for a qualifying berth from that Area to the World Championship.

ARTICLE XVIII – QUALIFICATION FOR THE WORLD CHAMPIONSHIP

1. Qualification for the World Championship shall be determined as provided in Article V, Articles Governing all Lightning Class World Championships.

ARTICLES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS

ARTICLE III – PERPETUAL TROPHY

- 3.1 The trophy may be retired by any skipper winning it for the third time, if permitted by the Deed Gift.

ARTICLE IV – TIME AND PLACE

1. The World Championship shall be held in a different major geographical area each time until each Area has either held the Championship or has declined to do so. Thereafter, the Championship shall be held in a major Area which has not held it for the greatest length of time. The Executive Committee may accept an at large bid from other areas providing the bid is proposed more than three years in advance.
2. Geographical areas are defined by ISAF: Africa, Asia, Oceania, Europe, North America (including Grenada, Bermuda and the Islands of the Caribbean but excluding Central America) and the Islands of the Caribbean, and Central and South America. ILCA policy adds the following further sub divisions of Mexico, Central America and South America. ILCA Continental Championships and Games may group together North America, Mexico, Central America and South America per the event NOR. The ILCA includes Mexico in North America for the North American Championship and for the World's quotas.
3. Major geographical areas as recognized by the ILCA shall be North America, South America, and Europe. The Governing Board shall review these groupings at least each two years immediately following the World Championship and take such steps to revise this article as may be indicated by an increase or decrease in Lightning Class activity in all the areas of the World.

4. The exact time and location of the next World Championship shall be determined by the Executive Committee and shall be announced at least one year in advance of the date set.
5. The World Championship shall be held within the calendar year in the odd-numbered years.

ARTICLE V – ENTRIES

1. Qualifying races shall be conducted in accordance with these articles. From any area, the competitor having the best score among those eligible, willing, and able to represent the area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the area is entitled. An area shall always be entitled to at least one entry. Qualifying races must be free from discrimination and be open to every active member of the area. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular area holding the series. No arbitrary selection can be made except in the case where the number of qualified, willing, and able skippers is less than the number of entries to which the area is entitled.
 - 1.1 Each major geographical area shall be entitled to seventeen (17) boats, except North America twenty-two (22); Asia, Africa and Oceania together shall have (6) selected in accordance with Paragraph 2 of this article.
 - 1.2 In addition, the following are eligible to enter and shall not count towards their Area's quota:
 - All former ILCA World Champions
 - The current World Youth Champion
 - The International Masters Champion at the time entries are due for the World Championship
 - The current Vice President, Worlds
 - The current ILCA President
 - The host country shall be entitled to two (2) entries over and above the Area's quota
 - Three (3) additional entries that may be selected by the Executive Committee from
 - Countries not otherwise represented to foster or expand Lightning interest in those Countries.
 - Once the initial selections have been made and if slots are available, the EC may also allocate two slots (2) in the host country's area to expand Lightning Interest in those Countries. These slots can be by invitation outside of the qualification regatta process.
 - 1.3 Any Qualifying Championship must be free from discrimination and be open to every Active and Life member of his or her Area or Country. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular Area or Country the series.
 - 1.4 Entries must be specifically named on an entry blank with information relative to eligibility at least twenty days prior to the first race or as directed by the Governing Authority for the World Championship. Alternate entries should be submitted prior to this date. Approved Measurement Certificate must be on file in the ILCA Office for each boat entered. No entry shall be accepted which does not meet all the eligibility requirements.
 - 1.5 For purposes of qualifying for World Championships qualification is based on residency rather than citizenship when there is conflict between the two.
 - 1.6 Method of selection within each Country rests with that Country. However, the method must be announced at least twelve months prior to the applicable World Championship.

2. INITIAL SELECTION

Within each Area (North America, South America, & Europe), qualifiers shall be determined as follows:

- 2.1 Within each Major Area (North America, South America, & Europe), qualifiers shall be determined as follows:

The entries to World Championships can be decided by an Area Championship conducted in accordance with articles Governing All Area Lightning Class Championships. The competitor having the best score among those eligible, willing, and able to represent the Area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the Area is entitled. Should the quota to which an Area is entitled not be filled in this manner, additional entries may be named in accordance with Paragraph 2.3 of this Article.

The Regatta NOR shall state what countries are using the Area Championship as a worlds qualifying regatta. For purposes of worlds qualification order of finish, only the competitors of the countries who stated this is their qualification regatta will be counted.

- 2.2 When any Country within an area decides the quota to which the Area is entitled is not to be filled in accordance with Paragraph 2.1 of this Article, each Country within that Area with organized Lightning activity (at least one Active Lightning Fleet) will be allocated entrants in proportion to the average number of Active and Life Members as of December 31 of each of the two years preceding the World Championship. Each such Country shall be entitled to at least two entries. Each country may select a regatta as their world qualifier.

3. SECONDARY SELECTION

- 3.1 Areas as determined in Paragraph 2.1 or Countries as determined in Section 2.2 shall advise the Office a confirmed list of Entrants and Alternates who would compete if other Area/Country quotas were not filled at least four months prior to the World Championship. The Executive Committee may implement such requirements as are necessary to assure listed Entrants and Alternates will enter.
- 3.2 At that time the Class Office will list Entrants and unfilled quotas and fill quotas from the list of Alternates beginning with the Country with the most Active and Life Members as defined in Section 2.3 and rotating sequentially one at a time until all open slots are filled.
- 3.3 The Class Office when filling slots shall not create a situation where one Country has more than 50 % of the entered boats.
- 3.4 All Former World Champions shall also be granted entry but shall not be considered when calculating the 50% rule in 3.3.

ARTICLES WHICH APPLY SPECIFICALLY TO THE WORLD YOUTH CHAMPIONSHIP

ARTICLE X – TIME AND PLACE

1. The World Youth Championship shall be held in a different major geographical Area each time until each Area has either held the Championship or has declined to do so. Thereafter, the Championship shall be held in an Area which has not held it for the greatest length of time.
2. The World Championship shall be held within the calendar year in the odd-numbered years.

ARTICLE XI – ENTRIES

1.
 - (a) Every country with organized yachting activity shall be entitled to two (2) Entries for the World Youth Championship. The Host Country shall be entitled to two (2) Additional entries. The Executive Committee may allocate additional entries on an equal basis to all Countries to provide twenty entries.
 - (b) Skippers and crew in the World Youth Championship must be ILCA members.

- (c) Skippers and crew must be no older than 20; to clarify Skippers and crew may not turn twenty-one (21) years old during the year of the Championship.

ARTICLE XII – RACING CONDITIONS

1.

- (a) Equally competitive certified Lightnings and equipment shall be provided by the Host Fleets. Contestants shall provide their own sails and life preservers.
- (b) A system of draw shall be established to provide a boat rotation which is fair to all.
- (c) Contestants shall not make any changes to tune or rigging of any boat other than the normal easily adjusted running gear. Equipment other than the normal extra clothing, life preservers, water jug, and small tools for emergency repairs may not be carried aboard.
- (d) Once the regatta has begun, contestants may not receive outside assistance except as authorized by the Race Committee.
- (e) Practice in Lightnings selected for use in the Championship shall not be afforded any contestant unless provided to all contestants.

ARTICLE XIII – QUALIFICATION

- 1. Qualification for the World Youth Championship shall be determined preferably based on the order of finish in a Junior or Area Championship as follows: for U.S. entries, by the International Lightning Class Association; for Canadian entries, by the Canadian International Lightning Association; for entries from countries other than the U.S. or Canada, by the District or by the member National Authority of the International Sailing Federation.

ARTICLES WHICH APPLY SPECIFICALLY TO THE WORLDS MASTERS' CHAMPIONSHIP AND NORTH AMERICAN MASTERS' CHAMPIONSHIP

(AND OTHER DESIGNATED MASTERS EVENTS AS THEY MAY CHOOSE TO ADOPT)

ARTICLE XIV – PURPOSE

- 1. The purpose of the Masters regattas is to extend the life of competitive Lightning sailing, allowing participants to continue racing into their 70's, 80's and 90's. The Masters competition should be reasonably sailable for all ages 55-80; exceptional physical requirements should not be a prerequisite for participation. The Class goal is to maximize participation, and is geared towards competitors being able to sail all races, focusing on the middle-to-higher range of the age demographic.

ARTICLE XV – ENTRIES

- 1. Teams may register with co-skippers within the team of three, so long as each skipper meets the age requirement in Article XII(4). No substitution of skippers is permitted other than the original team of three as proscribed by Article VII.

ARTICLE XVI – SCHEDULE OF RACES

- 1. The RC will hold two (2) races each day for the Masters fleet, provided however that a maximum of three (3) races may be sailed if determined necessary by the PRO given weather conditions to achieve a six race series, and taking into consideration the Guidelines below. No more than three races per day may be run under any circumstances.
- 2. Guidelines regarding the decision for a third race (none of which are protestable)
 - (a) Strong preference for only one day to sail three races, but it is within the RC's discretion based on the weather forecast (for example, two perfect days and an impending hurricane)

(b) Strong preference to avoid three races on the last day

(c) Other factors to consider include the number of hours off the dock daily, sea conditions, air and water temperature, or other factors that preclude tactical racing

(d) Encourage a morning competitor's meeting if a 3rd race is contemplated (changes Race Committee Instructions Section 7)

3. If the number of completed races is three or less, all races will be scored; if four or more, one race will be discarded. This changes RRS A2 and Article VIII(1).
4. Other recommendations for Masters races may be found located in the Lightning Guide for Notice of Race and Race Committee Instructions.

(1) RRS 27.3

(2) RRS 42.3 (C)

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