

**INTERNATIONAL J/70 CLASS ASSOCIATION
CLASS RULES PROPOSAL for 2018**

(CRC-1) Manufacturer's Declaration

Proposed Changes

A.3. AUTHORITIES

A.3.2 Notwithstanding anything contained herein, the **ICA, with the concurrence of the LM** and J/Boats, has the authority to withdraw the Manufacturer's Declaration and therefore the right to compete and shall do so on the request of World Sailing.

A.10 BOAT (EX SAILS) MANUFACTURER'S DECLARATION

A.10.1 **A Manufacturer's Declaration shall be initially issued by the ICA with the concurrence of the LM, and a copy shall be provided to the owner. The Manufacturer's Declaration shall record the following information:**

- (a) Class
- (b) **Hull** identification number
- (c) Owner
- (d) **Sail** Number
- (e) Builder/Manufacturer details
- (f) Date of issue of initial Manufacturer's Declaration
- (g) Section D, E and F - Modification, Maintenance and Repair details
- (h) **Hull** weight.

A.11 VALIDITY OF MANUFACTURER'S DECLARATION

A.11.1 A Manufacturer's Declaration becomes invalid upon:

- (a) the change to any items recorded on the Manufacturer's Declaration as required,
- (b) withdrawal by World Sailing, or **by the ICA with the concurrence of the LM,** or
- (c) the issue of a new Manufacturer's Declaration.

A.12 RE-ISSUE OF MANUFACTURER'S DECLARATION

A.12.1 The **ICA, with the concurrence of the LM,** may re-issue a Manufacturer's Declaration to a **hull**, if the **hull** conforms to the **class rules**:

- (a) when it is invalidated under A.11.1(a) or (b);
- (b) when it is invalidated under A.10.1(g) at its discretion and any remedial work shall be recorded on the re-issued Manufacturer's Declaration;
- (c) in case of loss; or
- (d) at the request of World Sailing.

Current Rules

A.3. AUTHORITIES

A.3.2 Notwithstanding anything contained herein, the LM and J/Boats has the authority to withdraw the Manufacturer's Declaration and therefore the right to compete and shall do so on the request of World Sailing.

A.10 BOAT (EX SAILS) MANUFACTURER DECLARATION

A.10.1 A Manufacturer's Declaration shall record the following information:

- (a) Class
- (b) **Hull** identification number
- (c) Owner
- (d) **Sail** Number
- (e) Builder/Manufacturer details
- (f) Date of issue of initial manufacturer's declaration
- (g) Section D & E - Modification, Maintenance and Repair details
- (h) **Hull** weight.

A.11 VALIDITY OF MANUFACTURER'S DECLARATION

A.11.1 A Manufacturer's Declaration becomes invalid upon:

- (a) the change to any items recorded on the Manufacturer's Declaration as required
- (b) withdrawal by World Sailing or the LM
- (c) the issue of a new Manufacturer's Declaration.

A.12 RE-ISSUE OF MANUFACTURER'S DECLARATION

A.12.1 The LM may re-issue a Manufacturer's Declaration to a **hull**, if the **hull** conforms to the **class rules**:

- (a) when it is invalidated under A.11.1(a) or (b);
- (b) when it is invalidated under A.10.1(g) at its discretion and any remedial work shall be recorded on the re-issued Manufacturer's Declaration;
- (c) in case of loss; or
- (d) at the request of World Sailing.

Reason for Changes

The Class has developed an efficient system for administering Manufacturer's Declarations, in conjunction with J/Boats and its licensed manufacturers. These rule changes will clarify the Class's role in this process.

**INTERNATIONAL J/70 CLASS ASSOCIATION
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(CRC-2) Sail Numbers on Charter Boats

Proposed Rule Changes

A.9 SAIL NUMBERS

- A.9.1 **Sail** numbers shall correspond to the hull number molded into the transom of each **boat**.
Charter **boats** may have sail numbers different from their hull numbers, provided that approval has been obtained from the Race Committee or event Technical Committee.

Current Rules

A.9 SAIL NUMBERS

- A.9.1 **Sail** numbers shall correspond to the hull number molded into the transom of each **boat**.

Reason for Change

This change is to facilitate the use of charter boats by competitors who may own sails with sail numbers differing from the chartered boats' hull numbers.

**INTERNATIONAL J/70 CLASS ASSOCIATION
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(CRC-3) Event Technical Committees

Proposed Rule Changes

B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the event **equipment inspector** or **event Technical Committee** shall adopt the following procedure:

B.4 EVENT LIMITATION MARKS

B.4.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the Race Committee or **event Technical Committee** as soon as possible.

C.3 CREW

C.3.1 LIMITATIONS ON THE CREW

(b) No **crew** member shall be substituted during the world championship and any event of 6 or less consecutive days, without the approval of the Race Committee or **event Technical Committee**.

C.3.2 LIMITATIONS ON THE DRIVER

The driver shall be a current class member in good standing, and meet the following criteria except in the event of an emergency involving the safety of the **boat** or **crew** where the **boat** may be steered by any **crew** member. Any such incident shall be reported to the **event Technical Committee** or to the **Race Committee** which may **protest** the **boat**. The penalty may be less than disqualification.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (b) **Sails** may not be **recertified** during an event without the permission of the Race Committee or **event Technical Committee**.
- (c) If a **sail** has been lost or damaged it may be repaired or replaced only with the approval of the Race Committee or **event Technical Committee**.

C.10.2 LIMITATIONS

- (b) One additional gennaker may be presented for event measurement and carried on board as a spare, but shall not be used during an event except when the primary gennaker has been lost or damaged to the point where it cannot be effectively repaired while afloat. **Such use shall not require**

advance approval of the Race Committee or event Technical Committee under C.10.1(c), but the use must be reported to the Race Committee or Technical Committee upon return to shore.

Current Rules

B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the event **equipment inspector** shall adopt the following procedure:

B.4 EVENT LIMITATION MARKS

B.4.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the Race Committee as soon as possible.

C.3 CREW

C.3.1 LIMITATIONS ON THE CREW

(b) No **crew** member shall be substituted during the world championship and any event of 6 or less consecutive days, without the approval of the Race Committee or Jury.

C.3.2 LIMITATIONS ON THE DRIVER

The driver shall be a current class member in good standing, and meet the following criteria except in the event of an emergency involving the safety of the **boat** or **crew** where the **boat** may be steered by any **crew** member. Any such incident shall be reported to the protest committee which may penalize the **boat**. The penalty may be less than disqualification.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (b) **Sails** may not be **recertified** during an event without the permission of the Race Committee.
- (c) If a **sail** has been lost or damaged it may be repaired or replaced only with the approval of the Race Committee or jury.

C.10.2 LIMITATIONS

- (b) 1 additional gennaker may be presented for event measurement and carried on board as a spare, but shall not be used during an event except when the primary gennaker has been lost or damaged to the point where it cannot be effectively repaired while afloat.

Reason for Changes

These changes are to update the class rules to be more consistent with the recently added provisions relating to Technical Committees in the Racing Rules of Sailing 2017-2020.

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(CRC-4) Crew Positioning

Proposed Rule Changes

C.3.3 CREW POSITIONING

- (b) **Crew** shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage, **or for any other reason, other than for temporary needs to make repairs or correct problems.**

Current Rules

C.3.3 CREW POSITIONING

- (b) **Crew** shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage.

Reason for Change

This change is intended to clarify that crew may not lean out over the edge of the boat, regardless of the reason. Leaning over the safety lines or stern rails would still be permitted in the case of temporary needs to make repairs or correct problems.

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(CRC-5) Portable Equipment

Proposed Rule Changes

C.5 PORTABLE EQUIPMENT

C.5.2 FOR USE

(b) OPTIONAL

(7) Soft cover over companionway to prevent ingress of water, attached by velcro or similar material.

(8) Small clips or keepers to retain **running rigging** in place when it is not being used.

Current Rules

C.5 PORTABLE EQUIPMENT

C.5.2 FOR USE

(b) OPTIONAL

(7) [No provision]

(8) [No provision]

Reason for Changes

These changes are intended to clarify that certain items of portable equipment are permitted. One is a soft cover over the companionway to prevent the ingress of spray, waves or rain. The second consists of small clips or keepers to retain running rigging in place when not being used. These items of running rigging would most often be gennaker halyards or sheets.

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(CRC-6) Class Technical Committee

Proposed Rule Changes

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under D.2.5.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under E.2.2.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under F.2.3. Unless stated otherwise, items mentioned in this section may be obtained from any manufacturer or supplier.

SECTION D - HULL

D.2 GENERAL

D.2.5 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by the LM of the boat, or by anybody else only after written approval is received by the owner from the ICA's Technical Committee. The Technical Committee will decide whether to grant or deny approval in concurrence with the LM. Upon completion, the Manufacturer's Declaration will be re-issued by the ICA, stating the work done in either case.

SECTION E - HULL APPENDAGES

E.2 GENERAL

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by the LM of the boat, or by anybody else only after written approval is received by the owner from the ICA's Technical Committee. The Technical Committee will decide whether to grant or deny approval in concurrence with the LM. Upon completion, the Manufacturer's Declaration will be re-issued by the ICA, stating the work done in either case.

SECTION F - RIG

F.2 GENERAL

F.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by the LM of the item involved, or by anybody else only after written approval is received by the owner from the ICA's Technical Committee. The Technical Committee will decide whether to grant or deny approval in concurrence with the LM. Upon completion, the Manufacturer's Declaration will be re-issued by the ICA, stating the work done in either case.

Current Rules

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

C.8 HULL APPENDAGES

C.8.1 Modifications, Maintenance and repair

The following is permitted without the approval of the LM.

C.9 RIG

C.9.1 Modifications, Maintenance and repair

The following is permitted without the approval of the LM. Unless stated otherwise, items mentioned in this section may be obtained by any manufacturer or supplier.

SECTION D - HULL

D.2 GENERAL

D.2.5 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the Manufacturer's Declaration to be re-issued.

SECTION E - HULL APPENDAGES

E.2 GENERAL

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the Manufacturer's Declaration to be re-issued.

SECTION F - RIG

F.2 GENERAL

F.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the Manufacturer's Declaration to be re-issued.

Reasons for Changes

These changes are intended to reflect the role of the Class's Technical Committee in monitoring compliance with the class rules. Also, consistent with CRC-1 above, these changes are intended to reflect the procedure followed by the class for approving modifications to hulls, hull appendages and rigs, and the related re-issuance of Manufacturer's Declarations.

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(CRC-7) Gennaker Retrieval Line and Launching / Retrieving through Forward Hatch

Proposed Rule Changes

C.7.2 FITTINGS

- (i) Installation of a belowdecks spinnaker bag of optional design through the main companionway.

C.9.6 RUNNING RIGGING

- (a) USE
- (1) No lines shall lead below deck except for the furler line and the bowsprit line.

C.10.5 GENNAKER

- (a) IDENTIFICATION
Sail identification is not required on the gennaker.
- (b) [Removed]

G.5 GENNAKER

G.5.2 CONSTRUCTION

- (d) The following are permitted: Stitching, glues, tapes, corner eyes, [recovery line eyes removed], tell tales and items as permitted or prescribed by other applicable rules.

Current Rules

C.7.2 FITTINGS

- (i) Installation of a belowdecks spinnaker bag of optional design through the main companionway or foredeck hatch.

C.9.6 Running Rigging

- (a) USE
- (1) No lines shall lead below deck except for the furler line, the bowsprit line and an optional gennaker retrieval line.

C.10.5 GENNAKER

- (a) IDENTIFICATION
Sail identification is not required on the gennaker.
- (b) USE
 - (1) A spinnaker retrieval line may be attached to the sail.

G.5 GENNAKER

G.5.2 CONSTRUCTION

(d) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable rules.

Reason for Changes

These changes are intended to eliminate the practice of launching or retrieving the gennaker through the forward hatch. This technique has been used by a relatively few number of competitors. The proposed changes will enhance safety by preventing the need to open the forward hatch, which can only be done externally by crew going forward of the mast on the deck, or internally by going below and reaching up to turn the hatch toggles. Both of these crew movements can be very awkward and potentially unsafe in breeze, waves or chop. Not launching or retrieving the spinnaker through the foredeck hatch is consistent with other class rules limiting crew from going below or going forward of the mast. Opening the forward hatch also raises the risk of water entering the boat in rough conditions.

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(CRC-8) Elastic cord on outhaul

Proposed Rule Changes

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(e) Use of elastic cord to take up slack on the backstay bridle **and outhaul control line.**

Current Rules

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(e) Use of elastic cord to take up slack on the backstay bridle.

Reason for Change

This change is intended to clarify that elastic cord may be attached to the outhaul control line to take up slack.

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(CRC-9) Headsail Clews and Reinforcement

Proposed Rule Changes

G.4 HEADSAIL

G.4.2 CONSTRUCTION

- (f) The fitting at the headsail clew adjustment point shall be a single ring (cringle), made of metal or similarly strong material, fitted in the body of the sail. The bearing surface of the ring shall be no more than 30mm from the **clew point**.
- (g) The **primary and secondary reinforcement** of the **headsail** in the **clew** area shall not prevent the **headsail** from furling completely. **Stiffening**, including battens and corner boards, are not permitted in the clew area of the **headsail**.

G.4.3 DIMENSIONS

[Add the following line to the end of the headsail table in CR G.4.3:]

Headsail	Minimum	Maximum
Primary Reinforcement at clew		210 mm

Current Rules

G.4 HEADSAIL

G.4.2 CONSTRUCTION

- (f) [No provision.]
- (g) [No provision.]

G.4.3 DIMENSIONS

Headsail	Minimum	Maximum
[No provision for primary reinforcement]		

Reason for Changes

These changes are designed to prevent the proliferation of unconventional headsail clew attachment locations, which could adversely impact the one design nature of the class and

create confusion among class members selecting sails. Some degree of standardization of the location of the attachment of the headsail sheet in the corner of the headsail is consistent with the philosophy of a strict one design class. At the same time, the proposal will retain sufficient flexibility for sailmakers to compete with different and evolving sail shapes.

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(CRC-10) Use of Straps as Attachments on Sails

Proposed Rule Changes

G.3 MAINSAIL

G.3.3 CONSTRUCTION

(d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, **straps**, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast slides, adjustable foot and leech lines, **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

G.4 HEADSAIL

G.4.2 CONSTRUCTION

(c) The following are permitted: Stitching, glues, tapes, corner eyes, **straps (except as an attachment at the clew)**, batten pocket elastic, **batten pocket patches**, batten pocket end caps, adjustable leech and foot lines, **windows**, tell tales, sail shape indicator stripes, UV protective may be applied to the leech and foot to cover the **sail** when furled; and items as permitted or prescribed by other applicable rules.

G.5 GENNAKER

G.5.2 CONSTRUCTION

(d) The following are permitted: Stitching, glues, tapes, corner eyes, **straps**, recovery line eyes, tell tales and items as permitted or prescribed by other applicable rules.

Current Rules

G.3 MAINSAIL

G.3.3 CONSTRUCTION

(d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast slides, adjustable foot and leech lines, **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

G.4 HEADSAIL

G.4.2 CONSTRUCTION

- (c) The following are permitted: Stitching, glues, tapes, corner eyes, batten pocket elastic, **batten pocket patches**, batten pocket end caps, adjustable leech and foot lines, **windows**, tell tales, sail shape indicator stripes, UV protective may be applied to the leech and foot to cover the **sail** when furled; and items as permitted or prescribed by other applicable rules.

G.5 GENNAKER

G.5.2 CONSTRUCTION

- (d) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable rules.

Reason for Changes

These changes clarify that straps are permitted attachments on all three sails. The only exception is the headsail clew, consistent with the proposal in CRC-9 above.

**INTERNATIONAL J/70 CLASS ASSOCIATION
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(CRC-11) Headsail Batten Pocket measurement

Proposed Rule Changes

G.4 HEADSAIL

G.4.3 DIMENSIONS

[Amend the 10th line in the headsail table in CR G.4.3, so it reads as follows:]

Headsail	Minimum	Maximum
Batten pockets - 3 max - intersection of pocket centerline must divide leech equally +/- 30 mm		

Current Rules

G.4 HEADSAIL

G.4.3 DIMENSIONS

Headsail	Minimum	Maximum
Batten pockets - 3 max which divide leech equally +/- 25 mm		

Reason for Change

This change is intended to standardize the methodology used to determine whether the batten pockets are located so as to divide the leech equally. Also, because of the angle at which this location is determined, it is appropriate to increase the tolerance from 25 to 30 mm in either direction.

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(CRC-12) Headsail Foot Irregularity

Proposed Rule Changes

G.4 HEADSAIL

G.4.3 DIMENSIONS

[Add the following line to the end of the headsail table in CR G.4.3:]

Headsail	Minimum	Maximum
Foot Irregularity		30 mm

Current Rules

G.4 HEADSAIL

G.4.3 DIMENSIONS

Headsail	Minimum	Maximum
[No provision for foot irregularity]		

Reason for Change

This provision is intended to promote uniformity in the shape of the headsail foot. Consistent with the proposed rule change in CRC-9 above, this uniformity should help to prevent the proliferation of unconventional headsail clew attachment locations, which could adversely impact the one design nature of the class and create confusion among class members selecting sails. Foot irregularity is defined in the Equipment Rules of Sailing as "The maximum distance between the edges of the foot when first the tack and then the clew point are superimposed on any part of the foot."

**INTERNATIONAL J/70 CLASS ASSOCIATION
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(CRC-13) Outside Assistance

Proposed Rule Change

I.3 OUTSIDE ASSISTANCE

A **boat** shall receive no outside assistance from the time the **boat** leaves its dock or mooring until the **boat** has returned to the dock or mooring each day, except:

- (a) as provided for in RRS 41; or
- (b) the transfer of late arriving **crew**, food or drink prior to the preparatory signal of the first race of the day and the transfer of **crew**, food or drink after the **boat** has *finished* or retired from its last race of the day; or
- (c) assistance reasonably necessary for the safety of the **crew** or **boat** in the event of an emergency after the **boat** has *finished* or retired from its last race of the day, including emergencies due to weather, equipment failure or other causes.

This changes the preamble to Part 4 of the RRS.

Current Rules

I.3 SUPPORT BOATS

Individual support or coach boats shall not have contact of any nature, including:

- (i) communication by radio, telephone, internet, vocal signal, visual signalling of any kind (i.e., tactical placement, use of flags and/or different colors of clothing) or
- (ii) the transfer of crew, equipment or supplies, with a registered racing boat from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day.

Notwithstanding the foregoing, (i) late arriving crew, food and drink may be transferred to a racing boat prior to the first race of the day, and (ii) crew may be transferred in the event of an unforeseen personal emergency. Infringements of this rule will result in a penalty to the boat associated with the support boat. Such penalty may be either penalties or disqualification at the discretion of the protest committee or jury.

Reasons for Change

This change is designed to render the rule more consistent with the Racing Rules of Sailing, including the new definition of "Support Persons" and new provisions applicable to Support Persons. This proposal would also change the current class rule so it would apply from the time a boat leaves its dock or mooring prior to racing until the time it returns to the dock or mooring after racing. This is a Rule in Part III Section I, so it does not automatically apply and must be invoked at a particular regatta by the Notice of Race or Sailing Instructions.

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(CRC-14) National Championships

Proposed Rule Change

- I.5 CORINTHIAN EVENT
Class Rule C.3 is modified so that all competitors, including the owner/driver, shall provide proof of a valid World Sailing Group 1 classification at the time of registration. (This Rule shall not be used to modify C.3 for ["National omitted"], Continental or World Championships.)
- I.6 GROUP 3 LIMITS TO CREW
Class Rule C.3 is modified so that the entire **crew** is limited to no more than one member who is classified as World Sailing Group 3. (This Rule shall not be used to modify C.3 for ["National omitted"], Continental or World Championships.)

Current Rules

- I.5 CORINTHIAN EVENT
Class Rule C.3 is modified so that all competitors, including the owner/driver, shall provide proof of a valid World Sailing Group 1 classification at the time of registration. (This Rule shall not be used to modify C.3 for National, Continental or World Championships.)
- I.6 GROUP 3 LIMITS TO CREW
Class Rule C.3 is modified so that the entire **crew** is limited to no more than one member who is classified as World Sailing Group 3. (This Rule shall not be used to modify C.3 for National, Continental or World Championships.)

Reasons for Change

This change is designed to allow National Class Associations to hold National Championship Regattas at which only Corinthian crews would be permitted to participate, or at which crews are limited to one non-Corinthian Group 3 member. For example, National Class Associations would be permitted to hold National Corinthian Championships.