



**20th Asian Games Aichi-
Nagoya 2026 Sailing
Competition
23 September – 3 October 2026**

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20th Asian Games Aichi- Nagoya 2026 Sailing Competition

23 September – 3 October 2026

Version 25/03/2025

Change log

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Version 16/06/2026

Change log

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The Organizing Authority (OA) is the 20th Asian Games Aichi-Nagoya Organizing Committee, in conjunction with the Olympic Council of Asia (OCA), **World Sailing** and the Asian Sailing Federation (ASAF).

1 RULES

1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS). Other documents under RRS Definition Rule (g) include:

1.1.1 [DP] [SP] The 20th Asian Games Aichi-Nagoya 2026 – Equipment Regulations (ER).

1.1.2 [DP] The 20th Asian Games Aichi-Nagoya 2026 – Support Team Regulations (including Support Vessels) (STR).

1.1.3 [NP] [DP] [SP] The 20th Asian Games Aichi-Nagoya 2026 – Athlete Media Regulations (AMR).

- 1.1.4 ~~[DP] The 20th Asian Games Aichi-Nagoya 2026—Competition Area Regulations (CAR).~~
- 1.1.5 For **Finals** World Sailing Appendix MR Umpired **Finals** Racing available on the World Sailing website (www.sailing.org) applies and changes a number of racing rules. A link to the version that is current when the regatta begins will appear in the **Notice Board**.
- 1.2 [DP] [NP] The Olympic Council of Asia (OCA) constitution, rules and its by-laws will apply. If there is a conflict between the rules of OCA and World Sailing, the World Sailing constitution and regulations shall apply.
- 1.3 No National Authority prescriptions will apply.
- 1.4 In all rules governing this regatta,
- 1.4.1 Both “athlete” and “competitor” mean a person competing, or intending to compete, in the regatta.
- 1.4.2 [SP] denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing or a discretionary penalty applied by the International Jury with a hearing (this changes RRS A5);
- 1.4.3 [NP] denotes a rule that shall not be grounds for protests by a boat and for which the International Jury may refuse to hold a hearing. This changes RRS 60.1.
- 1.5 The Equipment Rules of Sailing (ERS) will apply.
- 1.6 RRS Appendix P, Special Procedures for Rule 42 will apply.
- 1.7 For the Skiff Events, RRS 44.1 and RRS P2.1 are changed so that the Two-Turn Penalty is replaced by a One-Turn Penalty.
- 1.8 In RRS 44.2 insert after the first sentence: ‘However, if Mark 1a is set, a boat may take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, as soon as possible after leaving the zone around Mark 1a’.
- 1.9 For the Windsurfing Events, RRS Appendix B applies, except that RRS B5 60.2(a)(1) is deleted.
- 1.10 RRS 90.3(e) shall apply.
- 1.11 Championships rules of the relevant class association will not apply.
- 1.12 If there is a conflict between languages the English text will take precedence.

2 [DP][NP] EVENT ADVERTISING

- 2.1 Athletes advertising will be restricted to World Sailing Advertising Code.
- 2.2 Boats may be required to display advertising supplied by the Organizing Authority.
- 2.3 While afloat, athletes may be required to wear bibs provided by the Organizing Authority over their PFD.

3 COMMUNICATION

- 3.1 The Official Notice Board (ONB) is located on the racingrulesofsailing.org website at <https://www.racingrulesofsailing.org/documents/10653/event> .
- 3.2 [DP]The 20th Asian Games Aichi-Nagoya 2026 Support Team Regulations will be available no later than 30 June 2026 on the Official Notice Board.
- 3.3 ~~[DP]The 20th Asian Games Aichi-Nagoya 2026 Competition Area Regulations and the 20th Asian Games Aichi-Nagoya 2026 Official Vessel Regulations will be available no later than 30 June 2026 on the Official Notice Board.~~
- 3.4 [DP]The 20th Asian Games Aichi-Nagoya 2026 Athlete Media Regulations will be available no later than ~~20 July~~ 15th August 2026 on the Official Notice Board.
- 3.5 [DP]The 20th Asian Games Aichi-Nagoya 2026 Equipment Regulations will be available no later than ~~20 July~~ 15th August 2026 on the Official Notice Board.
- 3.6 Other documents governing the regatta will be published on the Official Notice Board no later than ~~20 July~~ 15th August 2026.
- 3.7 [DP] From the first warning signal until the end of the last race of the day, except in an emergency or when using equipment provided by the Race Committee or the Organising Authority, a boat shall not make voice, radio or data transmissions and shall not receive voice, radio or data communication that is not available to all boats. This restriction also applies to mobile telephones.

4 ELIGIBILITY, ENTRY AND REGISTRATION

- 4.1 The regatta consists of 14 Events, including six (6) Male's Events, six (6) Female's Events and two (2) Mixed Events as follows:

EVENT	EQUIPMENT
Mix Dinghy	470
Youth Mix Dinghy	420
Men's Skiff	49er
Boys' Skiff	29er
Women's Skiff	49erFX
Girls' Skiff	29er
Men's Dinghy	ILCA 7
Boys' Dinghy	ILCA 4
Women's Dinghy	ILCA 6
Girls' Dinghy	ILCA 4
Men's Windsurfing	iQFOiL
Boys' Windsurfing	iQFOiL Youth
Women's Windsurfing	iQFOiL
Girls' Windsurfing	iQFOiL Youth

- 4.2 Athletes in the Boys' and Girls' Dinghy Events shall be **born in 2009 or later**. Proof of age will be required at registration.
- 4.3 Athletes in the Boys' and Girls' Windsurfing, Boys' and Girls' Skiff and Youth Mix Dinghy Events shall be **born in 2008 or later**. Proof of age will be required at registration.
- 4.4 Athletes and their support teams shall be entered via their respective National Olympic Committees (NOCs) affiliated with the OCA. The Member National Authorities (MNAs) of those NOCs shall be in good standing with World Sailing and ASAF, failing which they will not be eligible to enter the Regatta.
- 4.5 Unless otherwise approved in writing by the OCA and World Sailing together, each athlete shall be a national of the country they represent (see World Sailing Eligibility Code). Each athlete shall provide proof of their nationality during registration and whenever World Sailing requests it.
- 4.6 World Sailing Eligibility under World Sailing Eligibility Code is required. Each athlete shall be registered as a World Sailing Sailor on the World Sailing website.
- 4.7 Each NOC may enter one (1) boat per Event. For the Mix Events, each athlete from each Event shall be of different genders. The total number of athletes per NOC shall not exceed **20 (ten male and ten female)**.

~~4.8 The Asian Sailing Federation and AINAGOC will accept up to a total of 144 athletes.~~

4.9 Entries shall be submitted by each NOC in accordance with the policy or instruction of OCA and sending it to sports entry team (E-mail: ainagoc-sailing@aichinagoya2026.org (starting from April 2025)), considering the following deadlines (Tokyo time, GMT +9):

4.9.1 Entry by Sport – is scheduled to start in April 2025.

4.9.2 Entry by Number – is planned for the fourth quarter of 2025.

4.9.3 Entry by Name – will take place between May and July 2026.

Any late forms, additional applications or other alterations shall not be accepted after the deadline when advised by the OA.

4.10 For One Person events, crew substitution is not permitted. For Two Person events crew substitution is not permitted except in case of proven injury or illness and approved by the Organizing Authority in writing prior to the end of the first team leaders meeting.

4.11 [DP][NP]Athletes and their support team shall complete registration at the registration desk in the venue from 0900h to 1800h before 25th September 2026. Each NOC shall be accompanied by a team leader, who may complete the registration on behalf of the NOC with all necessary documents. Athletes who have not registered within this period may not be allowed to participate in the regatta.

4.12 Only accredited athletes and support team persons shall have access to the venue and residential areas.

4.13 For the purpose of the RRS Definition, a Support Person includes any person holding accreditation for the regatta. The NOC shall nominate their Support Personal.

4.14 The Medical Treatment Permission and Medical History forms shall be submitted for each athlete no later than the close of registration. This form does not give dispensation for taking prescribed medication. For medication declarations, please follow procedures as given in the World Sailing Anti-Doping Rules.

5 FORMAT

5.1 The regatta will consist of an opening series and, provided a minimum of 6 races have been completed in the **qualification**

series, a **finals** for the Women's Dinghy Event (ILCA6) and the Men's Dinghy Event (ILCA7). The top ten ranked boats at the end of the **qualification** series of the Women's Dinghy Event (ILCA6) and the Men's Dinghy Event (ILCA7) will progress to the **Finals**. The **qualification** series may be extended if less than 6 races have been completed.

6 SCHEDULE

6.1 The schedule is as follows (see also the Notice of Race Addendum 1):

Date	Action	Time
2 September 2026	Venue Opens September 2 to The venue will provide storage of containers and other equipment	TBD
4 September 2026	Field of Play Opens NOC delegations can arrange unofficial training sessions.	
15 September 2026	ILCA 6 & 7 draw NOC delegations can arrange unofficial training sessions	
19 September 2026	ILCA 6 & 7 boats available	
23 September 2026	Registration and Equipment Inspection	1300h – 1700h
24 September 2026	Registration and Equipment Inspection Team Leaders meeting	1000h – 1700h 1000h
25 September 2026	Registration and Equipment Inspection Team Leaders meeting	1000h – 1700h 1000h

26 September-3 October 2026	Team Leaders meeting Competition days (see Notice of Race 6.3)	1000h
2 & 3 October 2026	Victory Ceremonies	1600h
4 October 2026	Field of Play closes	

- 6.2 From 24th September 2026, there will be a daily team leaders meeting/coaches meeting at 1000h. The location will be defined in the Sailing Instructions.
- 6.3 The first warning signal of each competition day will be 1100h. No warning signal will be made after 1600h on each competition days except on the last day of competition of each class no warning signal will be made after 1400h.
- 6.4 The Race Committee may change the schedule to bring forward any number of races. The Race Committee may schedule racing on a reserve day.

7 EQUIPMENT INSPECTION

- 7.1 This regatta is an international event for the purpose of RRS G1.1(b).
- 7.2 A Technical Committee shall be appointed in accordance with RRS 92.
- 7.3 [NP] [DP] [SP] Boats shall be available for inspection in accordance with Notice of Race 6.1 and the Equipment Inspection Schedule.
- 7.4 The procedures for inspections will be specified in the 20th Asian Games Aichi-Nagoya 2026 Equipment Regulations.
- 7.5 The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in the rules.
- 7.6 [NP] 470 boats shall produce a valid measurement certificate, which for the 470 Class includes the completed measurement form. RRS 78.2 is deleted and replaced by: “When a rule requires a valid certificate to be produced or its existence verified, the certificate must be produced before the boat races. If the certificate is not produced or verified before the boat races, the boat shall be disqualified from all races of the event unless the

International Jury is satisfied there are exceptional circumstances.”

- 7.7 [SP] ILCA 6 & 7 shall supply and display national flags as specified in the ILCA Class Rules 4 (h)

7.8 8 SAILING INSTRUCTIONS

- 7.9 The Sailing Instructions will be first published after 1st September 2026 on the ONB.

8 VENUE

- 8.1 The sailing competition will take place at the Kaiyoh Yacht Harbour.
- 8.2 The racing areas will be the waters in front of the venue. See the Notice of Race Addendum 2.

9 THE COURSES

- 9.1 The course will be windward/leeward, slalom or trapezoid variants with optional finishing legs.
- 9.2 The target times in minutes are:

Event	Opening Series	Finals
Mix/Youth Mix Dinghy	45	
Men's/Boys' Skiff	30	
Women's/Girls' Skiff	30	
Men's/Women's Dinghy	30-35	13-15
Boys' /Girls' Dinghy	40	
Windsurfing Events		
- Course race	15	
- Slalom race	3-4	

10 INTERNATIONAL JURY

- 10.1 An International Jury will be appointed in accordance with RRS 91(b). Its decisions will be final as provided in RRS 70.3.

11 SCORING

- 11.1 RRS Appendix A will apply. RRS B8 is deleted.
- 11.2 One race is required to be completed to constitute the regatta.
- 11.3 For Dinghy Events and Skiff Events:
- 11.3.1 When fewer than four opening series races have been completed, a competitor's series score will be the total of her race scores. When four or more opening series races have been completed, a competitor's score will be the total of her race scores, excluding her worst score.
- 11.3.2 In the finals, the current LA 28 scoring system shall be used.
- 11.3.3 The boats assigned to compete in the Finals will be ranked highest in the regatta except for a boat disqualified from the Finals under RRS 6 or 69.
- 11.4 The scoring for Windsurfing Events will be defined in the Sailing Instructions.

12 [DP][NP] SUPPORT TEAMS (INCLUDING SUPPORT VESSELS)

- 12.1 A support vessel includes any vessel that is under the control or direction of a support person (as defined in the RRS), including any person gathering data that may be used at later time.
- 12.2 No more than seven (7) support vessels per National Olympic Committee entered may be registered..

The table below shows the number of support team vessels a NOC may register based on the number of entries they have: Total Number of Entries Support Vessels. Support vessels are permitted to carry one or more support persons from other competing National Olympic Committee that do not have a registered support vessel for that Event.

Total Number of Entries	Support Vessels
-------------------------	-----------------

1 – 2	1
3 – 4	2
5 – 6	3
7 – 8	4
9 – 10	5
11 – 12	6
13 – 14	7

- 12.3 Support vessels shall be registered at the register desk on the Registration Day. The Organizing Authority may, at its discretion, refuse to register support vessels not deemed to be suitable.
- 12.4 Support vessels shall display the 3-letter code of their NOC clearly visible on both sides of the vessel in strongly contrasting colours at all times while afloat. The minimum height for the letters shall be 200mm.
- 12.5 It is mandatory that PFDs shall be worn by all personnel on board support vessels at all times when afloat.
- 12.6 For safety reasons, support vessel shall carry on board: PFDs, VHF radio., first-aid kit, whistle, tow rope, adequate anchor and tackle, engine safety cut out switch and tether (kill cord), **any additional safety equipment required by local maritime law** and adequate fuel.
- 12.7 The engine safety cut out switch and tether (kill chord) shall be securely attached to the driver at all times when the engine is running and in gear. It is strongly recommended that the kill chord is used at all times when the engine is running.
- 12.8 The use of support person's drone is prohibited.

13 PRIZES

- 13.1 Gold, Silver and Bronze medals will be awarded to the athletes ranked top three in each Event.
- 13.2 Other prizes may be awarded at the discretion of the Organizing Authority.

14 DOPING CONTROL

- 14.1 Athletes are reminded of the World Sailing rules and regulations concerning the use of banned methods and substances, which are contained in the World Sailing Anti-Doping Code.
- 14.2 Doping control may take place during the regatta.

15 RISK STATEMENT

- 15.1 Competitors and support persons participate in the event entirely at their own risk. RRS 3 states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.” Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
 - 15.1.1 They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - 15.1.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - 15.1.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - 15.1.4 By participating in any race, they are satisfied that their boat is in good order, equipped to sail in the event and they are fit to participate;
 - 15.1.5 The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities;
 - 15.1.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
 - 15.1.7 It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

16 [DP][NP] INSURANCE

- 16.1 Each 'person in charge' (as defined in RRS 46) shall hold a valid insurance certificate showing proof of third-party liability coverage of at least USD 250,000 per incident.
- 16.2 Each support vessel shall have a valid insurance including third party liability coverage of at least USD 250,000 per incident.
- 16.3 The Organizing Authority is not responsible for verifying the status or validity of certificates. The Organizing Authority will not arrange insurance for NOCs who fail to arrange their own insurance.

17 [DP][SP][NP] MEDIA RIGHTS, CAMERAS AND ELECTRONIC EQUIPMENT

- 17.1 By participating in this competition, athletes and their support person automatically grant to the Organizing Authority, Asian Sailing Federation, World Sailing and their sponsors, the right in perpetuity to make, use, and show, from time to time at their discretion, any motion pictures and live, or recorded television and other reproductions of them during the period of the competition without compensation.
- 17.2 Boats and athletes may be required to carry cameras, sound equipment or positioning equipment as specified by the Organizing Authority.
- 17.3 The equipment provided, once placed on the boat as instructed by the Organizing Authority, shall not be manipulated by the athletes or the support person in any way.
- 17.4 Athletes may be required for interviews at the regatta.

18 AMENDMENTS TO THE NOTICE OF RACE

- 18.1 This Notice of Race may be changed. Changes will be posted on the regatta website.

19 CONTACT DETAIL

- 19.1 Team leader, Team manager or designated person as point-of-contact for each NOC shall provide an e-mail address and mobile

phone number to Competition Manager below. If you have any questions, please fill in the online inquiry form below.

Competition Manager	Ando Jun
Phone	TBD
E-mail	email: ainagoc-sailing@aichi-nagoya2026.org (starting from April 2025)
Inquiry form	https://forms.office.com/r/wBRnKJ7Q5D

20 OLYMPIC QUALIFICATION

20.1 Any and all Olympic qualification matters are made according to the Qualification System – Games of The XXXIV Olympiad – Sailing available at www.sailing.org. Attention is drawn to the Qualification Pathway.

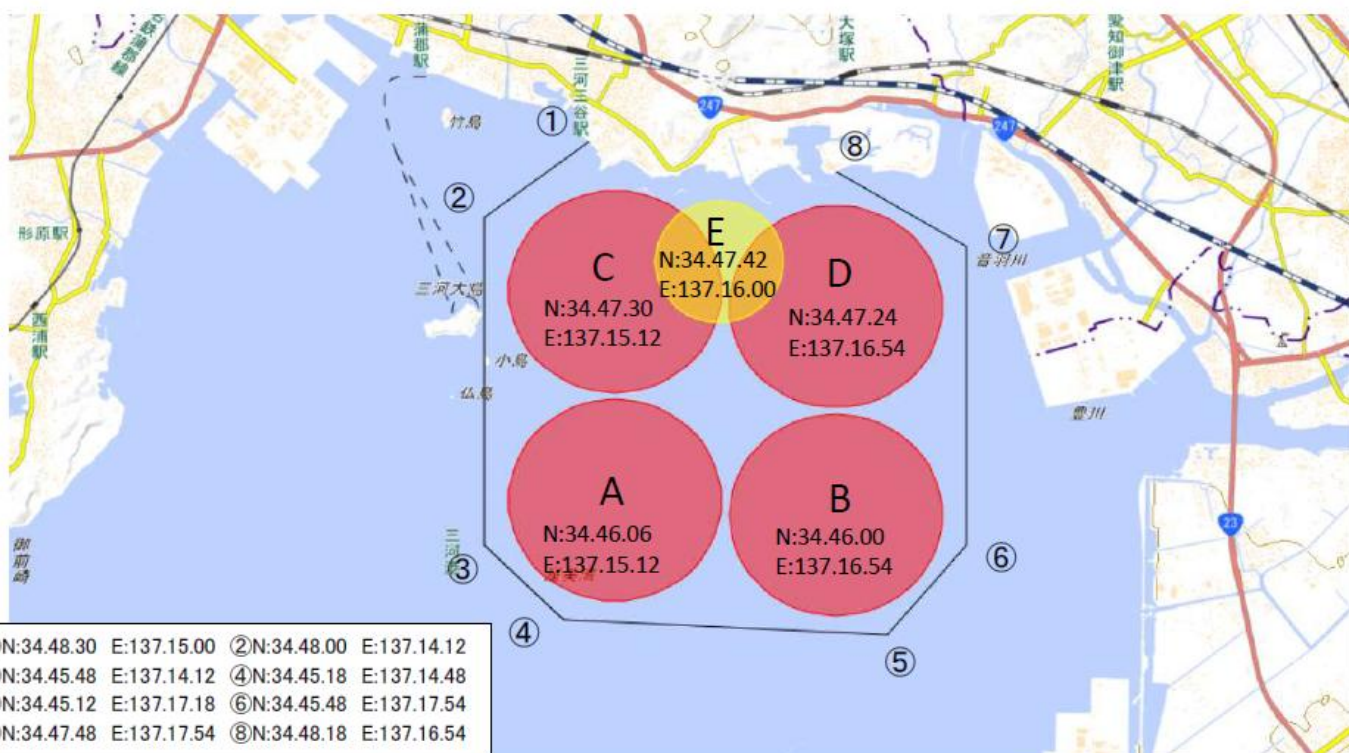
Notice of Race Addendum 1

Competition and Equipment Inspection Schedule

Event	Registration & Equipment Inspection	Racing (including reserve days)	Number of Races
Registration	23 Sep-28 Sep (class dependant)		
Equipment Inspection	23 Sep – 3 Oct		
Mix Dinghy		26 Sep- 2 Oct	10
Youth Mix Dinghy		27 Sep -3 Oct	12
Men's Skiff		26 Sep- 1 Oct	12
Women's Skiff		26 Sep- 1 Oct	12
Boys' Skiff		26 Sep- 2 Oct	12
Girls' Skiff		26 Sep- 2 Oct	12
Men's Dinghy		28 Sep- 3 Oct	9 + Finals
Boys' Dinghy		27 Sep -3 Oct	12
Women's Dinghy		28 Sep- 3 Oct	9 + Finals
Girls' Dinghy		27 Sep -3 Oct	12
Men's Windsurfing		29 Sep-3 Oct	20
Boys' Windsurfing		29 Sep-3 Oct	20
Women's Windsurfing		29 Sep-3 Oct	20
Girls' Windsurfing		29 Sep-3 Oct	20

Notice of Race Addendum 2

The Racing Areas (Field of Play)



Notice of Race Addendum 3

Supplied Equipment for ILCA 6 & 7

All competitors must race with the ILCA6 & ILCA7 dinghies, which have been provided by ASAF, JSAF, the Organising Committee, together with Performance Sailcraft Japan (PSJ - licensed builder for ILCA Dinghy). Please note that this offer is not valid for the ILCA 4, it is valid only for ILCA 6 and ILCA 7 boats.

There will be no Charter Fees. A damage deposit of EUR 500 or USD 600 per boat will be collected in cash during boat issue. (Damages or repair charges may be deducted from this deposit; any excess shall be paid in full upon boat return.

The supplied equipment is as follows:

- Boats will be supplied on a launching trolley as a hull with a self-bailer, padded hiking strap,
- spars (upper mast, lower mast and boom),
- foils: daggerboard, rudder head & rudder blade,
- mainsheet side cleats (on request),
- control line deck block fitting with blocks and
- control line deck cleat fitting with cleats.
- Boats will be provided with a composite upper mast
- ILCA 6 will be provided with a composite lower mast
- All other spars will be aluminium

Competitors must provide their own:

1. sail and battens, sail numbers, country letters & country flag
2. ropes, boom vang, mainsheet block with spring or similar, traveller blocks and line, tiller and tiller extension, outhaul and cunningham control set, dagger board retainer, mast retainer and adjustment rope/shock-cord for hiking strap.
3. Competitors may request that the charter boat be provided with a builder-supplied padded hiking strap or may provide their own hiking strap, which must be installed by the service provider. The boats will be issued by means of a random electronic draw around Sept 15th, and boats will be available from Sept 19th.

All terms & conditions for the use of the supplied equipment shall be detailed on the Charter Form to be agreed & signed for by the competitor when receiving their equipment

20th Asian Games

Aichi-Nagoya 2026

Sailing Competition

23 September – 3 October 2026

SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule and for which the International Jury may refuse to hold a hearing. This changes RRS 60.1.

The notation '[SP]' in a rule of the sailing instructions (SIs) means that the standard penalty for a breach of the rule may be applied by the race committee or technical committee without a hearing or a discretionary penalty applied by the International Jury with a hearing. This changes RRS A5.

1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

1.2 [DP] [NP] The Olympic Council of Asia (OCA) constitution, rules and its by-laws will apply. If there is a conflict between the rules of OCA and World Sailing, the World Sailing constitution and regulations shall apply.

1.3 No National Authority prescriptions will apply.

1.4 For the Windsurfing Event, add new pre-start zone definition as follows:

Pre-start zone: The area formed by the starting line and the extensions of the lines from the first mark to the starting marks. During a starting sequence, the pre-start zone is part of the course area.

1.5 For the Windsurfing Event, add new RRS rule 23.4 as follows:

When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind, during the last 30 seconds before the starting signal:

(a) all boards sailing inside the pre-start zone shall sail in the direction

of the starting line;

(b) a board approaching from outside the pre-starting zone is not entitled to room or mark-room and shall keep clear of boards inside the pre-start zone;

(c) a board that stops, slows down significantly, or one that is not making significant forward progress shall keep clear of all others, except when accidentally capsized.

When RRS 23.4 (b) and 23.4(c) apply between two boards
Section A RRS do not apply.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1** Any change to the sailing instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1** Notices to competitors will be posted on the official notice board located at this web address:

<https://www.racingrulesofsailing.org/documents/10653/event> .

Or by scanning the Official Notice Board QR code in Addendum 5.

- 3.2** The race office is located at the end of the West Building.

- 3.3** [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

- 4.1** [DP] Competitors and support persons shall comply with reasonable requests from race officials.

- 4.2** [DP] Competitors and support persons shall handle any equipment and place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

- 5.1** Signals made ashore will be displayed at flagpole area in front of the West Building.
- 5.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
- 5.3** [DP] Flag D with one sound means 'Boats are requested not to leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than 40 minutes after flag D is displayed for Course areas A and B; 30 minutes for Course areas C and D; 15 minutes for Course area E 15.

6 SCHEDULE OF RACES

- 6.1** The schedule is set out in Addendum B.
- 6.2** One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.
- 6.3** The scheduled time of the warning signal for the first race each day is 11:00
- 6.4** To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made. Boards see SI 11.1.3.
- 6.5** On the last scheduled day of racing no warning signal will be made after 14:00.

7 EVENT FLAGS

- 7.1** Event flags will be class insignia on the following background:

Event	Class Insignia Colour	Background Colour
Mix Dinghy	Blue	White
Youth Mix Dinghy	Blue	White
Men's Skiff	Red	Yellow
Boys' Skiff	Red	Green
Women's Skiff	Red	Green
Girls' Skiff	Red	White
Men's Dinghy	Black	White
Boys' Dinghy	Black	Light blue

Women's Dinghy	Orange	White
Girls' Dinghy	White	Orange
Men's Windsurfing	White	Blue
Boys' Windsurfing	Yellow	Blue
Women's Windsurfing	Blue	White
Girls' Windsurfing	Red	White

8 RACING AREA

8.1 SI Addendum 4 shows the location of the racing areas.

8.2 The racing area is defined as an area extending 100 meters beyond the entire course in which a boat would normally sail while racing.

8.3 [DP] For reaching starts of the Windsurfing Event, a board not racing shall not be to windward of the area where boards may be racing.

8.4 [DP] For the Windsurfing Event, boards not racing shall avoid the racing area.

9 COURSES

9.1 The diagram in SI Addendum 1 describes the Windsurfing Event courses and the diagram in Addendum 2 describes the courses for the remaining classes, including the order in which marks are to be passed, and the side on which each mark is to be left.

9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.

9.3 Courses will not be shortened. This changes RRS 32.2.

10 MARKS

10.1 Marks are described in Addendum 3.

10.2 New marks are described in Addendum 3.

11 THE START

11.1 Races will be started using RRS 26 for all classes except iQFOiL.

11.1.2 iQFOiL starting procedures

Minute before start signal	Visual display	Sound Signal	Meaning
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3	Class flag displayed	One	Warning signal
2	U or Black flag displayed	One	Preparatory signal
1	U or Black flag removed	One Long	One minute signal
0	Class flag removed	One	Start signal

- 11.1.3** An Orange flag will be displayed at least 2 minutes before a warning signal.
- 11.1.4** Course Racing and Upwind Sprint
- 11.1.5** U or Black flag as preparatory signal to be used.
- 11.1.6** For safety reasons, when the wind is over 25 kts, the race committee may force boards to start only on one tack (port or starboard). The race committee may signal that boards shall start on a specific tack, by displaying a green flag for starboard tack or a red flag for port tack, before or with the warning signal.
- 11.1.7** Reaching Starts (Sprint Slalom, U Sprint)
- 11.1.8** Black flag as preparatory signal to be used.
- 11.1.9** For Sprint Slalom, U Sprint, add new RRS 29.3 as follows:
When, at the starting signal, the race committee identifies a board on the course side of the starting line, the race committee shall signal a general recall.
- 11.2** The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark. For the Windsurfing Event the starting line will be between the staff displaying an orange flag on the race committee signal vessel and the course side of the laid starting mark.
- 11.3** [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area is defined as a rectangle 75 meters from the starting line and starting marks in all directions.
- 11.4** Boats that do not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. For the Windsurfing Event, a

board starting later than 2 minutes in Course Race or 1 minute in Sprint Race after its starting signal will be scored Did Not Start without a hearing. This changes RRS 35, A3 and A5.

12 **CHANGE OF THE NEXT LEG OF THE COURSE**

12.1 To change the next leg of the course, the race committee will lay a new mark or move the finishing line and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13 **THE FINISH**

13.1 The finishing line is between a staff displaying a blue flag on the finishing mark at the starboard end and the course side of the port end finishing mark. But for the Windsurfing Event, the finish line is between a staff displaying a blue flag on the finishing mark and the course side of the laid mark at the other end of the finish line.

14 **PENALTY SYSTEM**

14.1 RRS Appendix P applies except for the Windsurfing.

15 **TIME LIMITS [AND TARGET TIMES]**

15.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Event	Mark 1 Time Limit	Target Time	Finishing Window
Mix/Youth Mix Dinghy	<i>20 Minutes</i>	<i>45 minutes</i>	<i>15 minutes</i>
Men's/Boys' Skiff	<i>15 Minutes</i>	<i>30 minutes</i>	<i>10 minutes</i>
Women's/Girls' Skiff	<i>15 Minutes</i>	<i>30 minutes</i>	<i>10 minutes</i>
Men's/Women's Dinghy	<i>15 minutes</i>	<i>30-35 minutes</i>	<i>10 minutes</i>
Boys' /Girls' Dinghy	<i>20 Minutes</i>	<i>40 minutes</i>	<i>15 minutes</i>

Windsurfing

Series	<i>Target time</i>	<i>Time Limit</i>	<i>Finish Window</i>
Course	<i>16 Minutes</i>	<i>23 Minutes</i>	<i>6 Minutes</i>
Sprint Series	<i>4-5 Minutes</i>	<i>8 Minutes</i>	<i>4 Minutes</i>
U Sprint	<i>6 Minutes</i>	<i>10 Minutes</i>	<i>5 Minutes</i>
Upwind Sprint	<i>7 Minutes</i>	<i>12 Minutes</i>	<i>5 Minutes</i>

15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

15.3 The Finishing Window is the time limit for boats to finish after the first boat sails the course. Boats failing to sail the course within the Finishing Window, will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A5.1, and A5.2.

15.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.

16 HEARING REQUESTS

16.1 For each event, the protest time limit is 45 minutes after the last boat in that event finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

16.2 Hearing request forms are available from the web address:
<https://www.racingrulesofsailing.org/documents/10653/event> .
Or by scanning the Hearing Request QR code in Addendum 5.

16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located near the International Jury room, located in West Building.

16.4 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted on the official notice board at <https://www.racingrulesofsailing.org/penalties/10653/event> .

16.5 The right of appeal from the decision of the International Jury appointed in accordance with 91(b) is denied as provided in RRS 70.3.

17 SCORING

17.1 One race is required to be scored to constitute a series.

- 17.2**
- (a) When fewer than 5 races have been completed, a boat's series score is the total of her race scores.
 - (b) When from 5 to 10 races have been completed, a boat's series score is the total of her race scores excluding her worst score.
 - (c) When 11 or more races have been completed, a boat's series score is the total of her race scores excluding her two worst scores.
- ILCA 6 & 7 finals shall be scored according to Addendum OQ.

17.3 A Scoring Inquiry can be made by submitting via the web link https://www.racingrulesofsailing.org/scoring_inquiries/new?event_id=10653 or by scanning the Scoring Inquiry QR code in Addendum 5.

17.4 A request for redress for an incorrect score is only valid if initially a scoring inquiry lodged with the Race Committee has been answered.

18 SAFETY REGULATIONS

18.1 [SP] Athletes will hand over their accreditation cards to the marked tent. They will be given a tracker. On returning to the beach, they will return their tracker, and the accreditation card will be returned to them.

18.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity or promptly after returning to shore; the boat shall complete a retirement declaration at https://www.racingrulesofsailing.org/retirements/new?event_id=10653 ;

19 REPLACEMENT OF CREW OR EQUIPMENT

19.1 [DP] Substitution of competitors is not allowed without prior written approval of the organising authority.

19.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the technical committee. If the damage or loss occurs on the water, provisional verbal permission shall be obtained from the technical committee, international jury or race committee at the first reasonable opportunity, which may be after the race but before the start of the next race. Written permission of the technical committee shall be applied for before the end of the protest time limit at the end of the day in which the replacement takes place. Requests can be made online via https://www.racingrulesofsailing.org/equipment_substitutions/new?event_id=10653 .or scanning the Equipment change QR Code in Addendum 5.

20 EQUIPMENT AND MEASUREMENT CHECKS

20.1 All competitors must complete and pass the equipment inspections at the scheduled timing as per Equipment Regulations.

20.2 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

[DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

21 SUPPLIED BOATS

21.1 ILCA 6 and 7 will be supplied by the organizing authority.

22 OFFICIAL VESSELS

22.1 Official vessels will be identified as follows:

Race Committee	Pink flag with Red " RC "
International Jury	Red flag with White " JURY "
Technical Committee	yellow flag with White " MEASURER "
Rescue	Green flag with White " RESCUE "
Marshall	Green flag with White " Marshall "
Media	Blue Flag with White " MEDEA "
VIP	AINAGOC Flag

23 [DP] SUPPORT TEAMS

23.1 Support teams, including all support persons and support person vessels, shall comply with the Support Team Regulations.

24 TRASH DISPOSAL

24.1 Trash may be placed aboard official or support person vessels.

25 PRIZES

25.1 Gold, Silver, and Bronze medals will be awarded to the athletes who are placed in the top three positions in each event.

26 RISK STATEMENT

26.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an

unstable platform and fatigue resulting in increased risk of injury.

Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

27

INSURANCE

27.1

Each participating boat shall be insured with valid third-party liability insurance as described in Notice of Race 17.

ADDENDUM OQ

For Men's Dinghy and Women's Dinghy

FORMAT AND SCORING FOR FINALS

The top ten (10) sailors scored from the opening series (SI 17) will carry forward to the finals.

The finals will consist of two (2) races

Event	Target Time
ILCA 6	12-15 minutes
ILCA 7	12-15 Minutes

The scores from the opening series may be readjusted for the Finals Day.

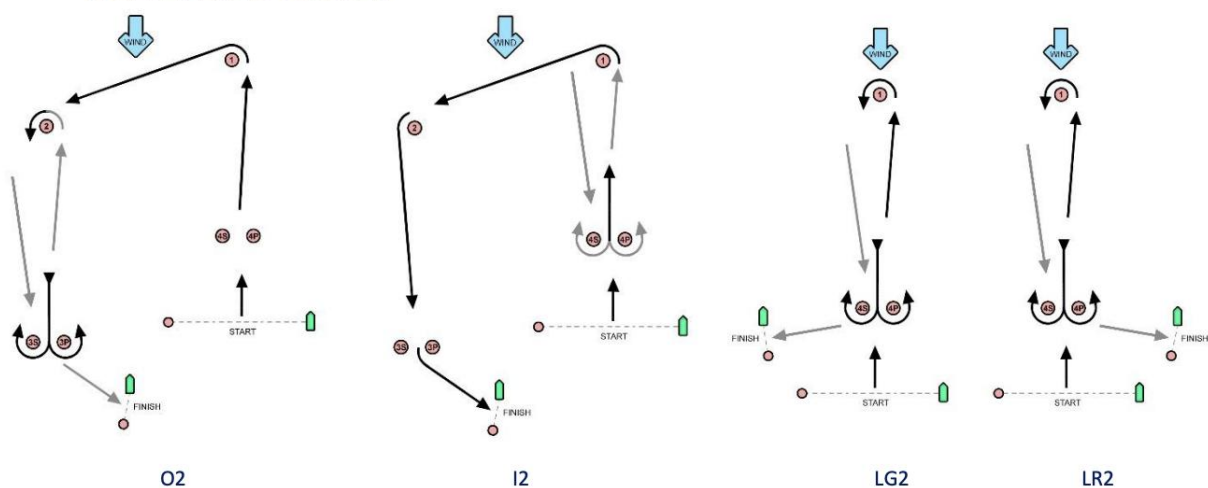
NO COMPETITOR WILL PROGRESS GREATER THAN 9 POINTS TO THE COMPETITOR AHEAD OR BEHIND THEM.

NO COMPETITOR FROM 4TH THROUGH 10TH WILL BE MORE THAN 18 POINTS BEHIND 3RD.

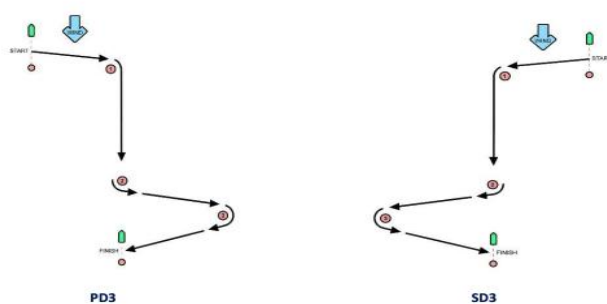
FINAL SCORE ADJUSTED OPENING SCORE + FINALS DAY SCORE

ADDENDUM 1 – Windsurfing Event Diagrams

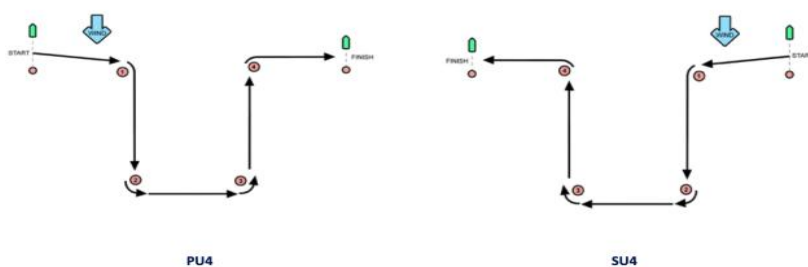
COURSE RACING COURSES



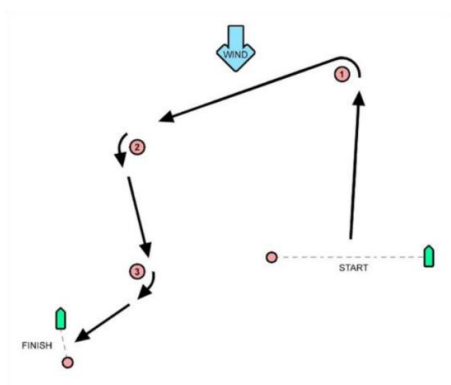
Sprint racing Sprint Slalom



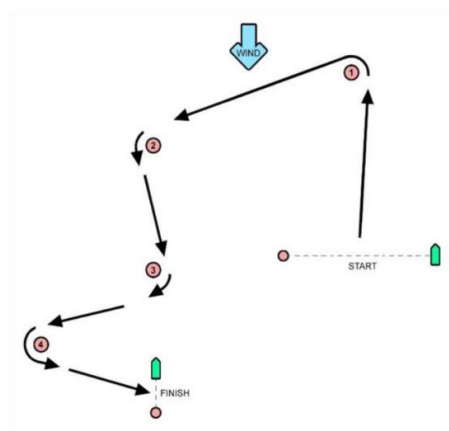
U Sprint



Sprint racing – Upwind sprint course



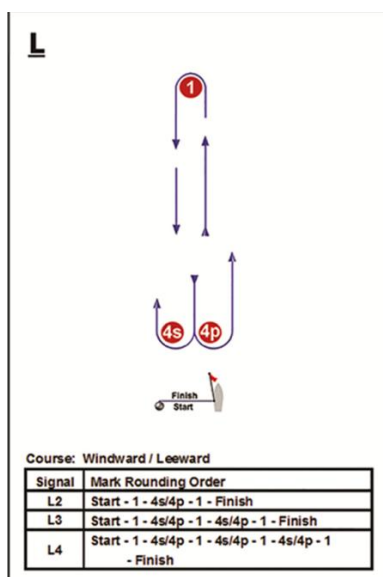
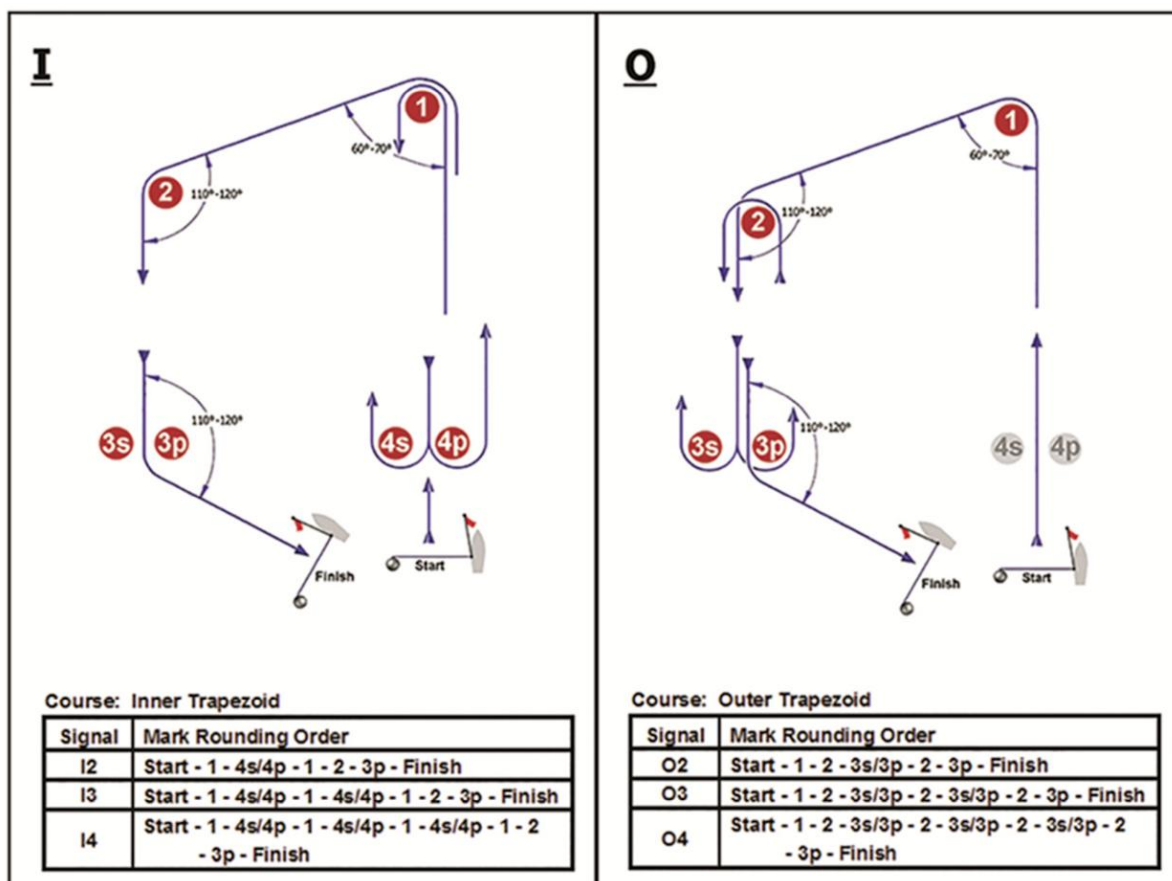
Signal	Mark rounding order
US3	Start-1- 2-3-Finish



Signal	Mark rounding order
US4	Start-1- 2-3-4-Finish

ADDENDUM 2 -Course Diagrams

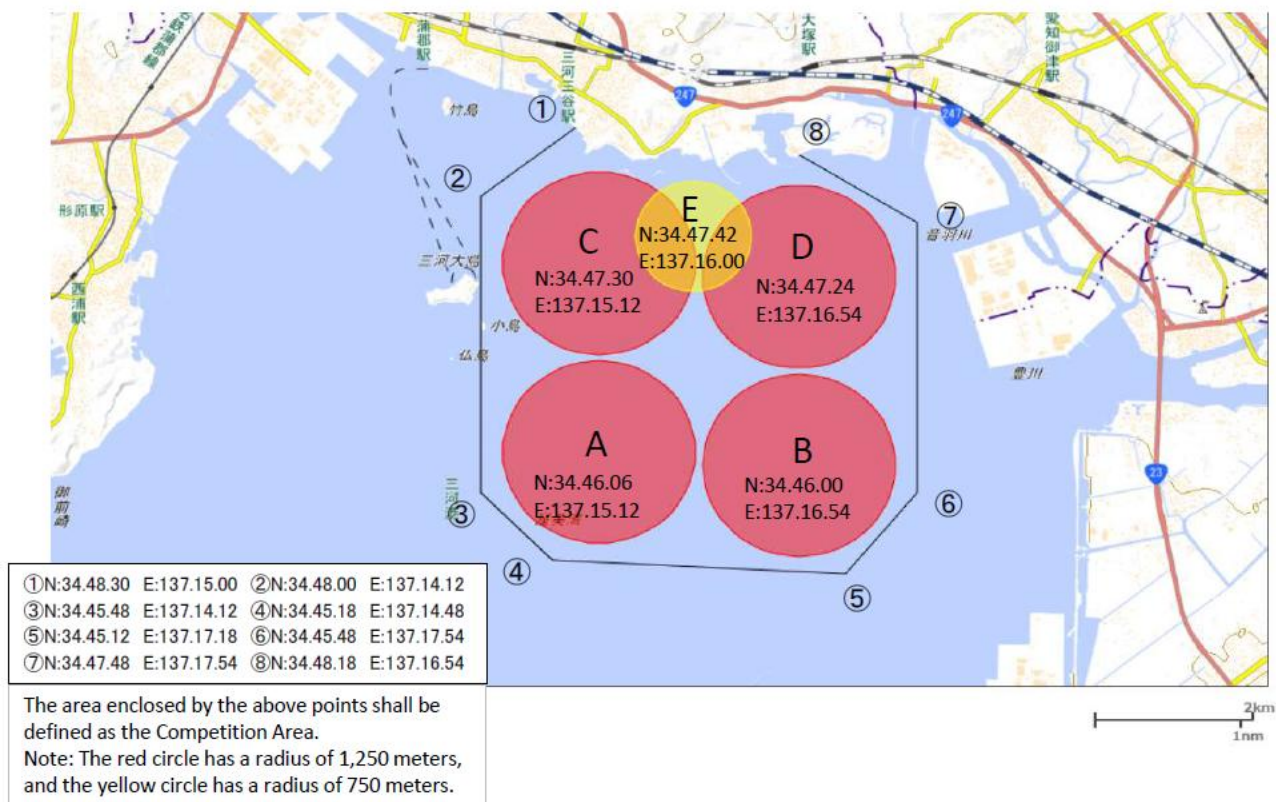
All distances and course angles are approximate.



ADDENDUM 3 – Marks

<u>Course</u>	<u>Area A</u>	<u>Area B</u>	<u>Area C</u>	<u>Area D</u>	<u>Area E</u>
Starting Marks	RC signal vessel at one end and either a buoy or another RC vessel at the other end.	RC signal vessel at one end and either an orange buoy or another RC vessel at the other end.	RC signal vessel at one end and either an orange buoy or another RC vessel at the other end.	RC signal vessel at one end and either an orange buoy or another RC vessel at the other end.	RC signal vessel at one end and either an orange buoy or another RC vessel at the other end.
Finishing Marks	RC vessel at one end displaying a blue flag and a yellow buoy at the other end	RC vessel at one end displaying a blue flag and a yellow buoy at the other end	RC vessel at one end displaying a blue flag and a yellow buoy at the other end	RC vessel at one end displaying a blue flag and a buoy at the other end	RC vessel at one end displaying a blue flag and a blue buoy at the other end
Course Mark 1,2,3,4 & Shape	Pink circular truncated cone mark	Yellow circular truncated cone mark	Red circular truncated cone mark	Lime circular truncated cone mark	
Course New Mark & Shape	Lime circular truncated cone mark	Pink circular truncated cone mark	Yellow circular truncated cone mark	Red circular truncated cone mark	
Course Gate Mark & Shape	Red robotic mark	Red robotic mark	Red robotic mark	Red robotic mark	Red robotic mark
Radio Channels	71	72	73	74	75

ADDENDUM 4 – Course Areas



ADDENDUM 5



20th Asian Games

Links to Public Information

Regatta officials are using a web-based program to assist with the management of this regatta. It provides electronic forms for such actions as scoring inquiries, protests, equipment substitutions, etc. And it provides for electronic communication with competitors if competitors have provided an email and/or telephone number accepting SMS. Competitors will be notified electronically of protest time limits, confirmation of a protest filing, scheduled hearing times, etc. This electronic system allows competitors to move freely about the event and remain in contact with relevant officials. And all competitors have electronic access to the scoring inquiries, jury decisions, etc.*

Notice: This electronic notice board is the Official Notice Board (ONB) for this regatta.

Actions



Competitor



Equipment Substitution



Scoring Inquiry



Request for Hearing

NOTICE: When submitting a protest, request or report, the procedure (as set forth in the Racing Rules of Sailing and the Sailing Instructions) remains unchanged.

Race Operations



Official Notice Board



Scoring Inquiries



Hearing Schedule



Hearing Decisions

The jury and parties reserve the right to limit public access to certain decisions.*

SI Addendum B

														Olympic Qualification Version plan by AINAGOC_0410			
* ILCA 6 / ILCA 7: Plan for 9 qualification races conducted over 3 days, followed by 2 final races. * Red - framed events have spectators.																	
		26-Sep-26		27-Sep-26		28-Sep-26		29-Sep-26		30-Sep-26		01-Oct-26		Victory Ceremony		Victory Ceremony	
		No of Races		No of Races		No of Races		No of Races		No of Races		No of Races		No of Races		No of Races	
Sailing Area	Spectator Vessel	Event First warning		Event First warning		Event First warning		Event First warning		Event First warning		Event First warning		Event First warning		Event First warning	
Area A	No Spectator Vessel	MX-Dinghy 1300	1,2	MX-Dinghy 1100	3,4	↓ to Area C		MX-Dinghy Reserve 1100		MX-Dinghy 1100	7,8	MX-Dinghy Reserve 1100		MX-Dinghy 1100	9,10	Y-MX Dinghy 1110	
				Y-MX Dinghy 1110	1,2			Y-MX Dinghy 1100	5,6	Y-MX Dinghy 1110	7,8	Y-MX Dinghy Reserve 1100		Y-MX Dinghy 1110	9,10		
Area B	No Spectator Vessel			G-ILCA4 1100	1,2	B-ILCA4 1100	3,4	B-ILCA4 1100	5,6	ILCA 7 1100	7,8,9	G-ILCA4 1100	7,8	B-Skiff 1100	11,12	G-ILCA4 1100	
						G-ILCA4 1110	3,4	G-ILCA4 1110	5,6	ILCA6 1110	7,8,9	B-ILCA4 1110	7,8	G-Skiff 1110	11,12	B-ILCA4 1110	
				B-ILCA4 1400	1,2	ILCA7 1400	1,2,3	ILCA7 1400	4,5,6	G-ILCA 4 Reserve 1100		ILCA6 Reserve 1100		B-ILCA4 1400	9,10		
						ILCA 6 1410	1,2,3	ILCA 6 1410	4,5,6	B-ILCA 4 Reserve 1100		ILCA7 Reserve 1100		G-ILCA4 1410	9,10		
Area C	Spectator Vessel arrive time at the area 26 Sep - 3 Oct #1:11:30 #2:14:30 (Only #1 on 3 Oct)	B-Skiff 1100	1,2	B-Skiff 1100	3,4	MX-Dinghy 1100	5,6	B-ILCA4 1100	1,2,3,4	W-ILCA4 1100	5,6,7,8,9	B-ILCA4 1100	10,11,12,13,14	M-ILCA4 1100	15,16,17,18	G-ILCA4 1100	
		G-Skiff 1110	1,2	G-Skiff 1110	3,4			G-ILCA4 1110	1,2,3,4	M-ILCA4 1110	5,6,7,8,9	G-ILCA4 1110	10,11,12,13,14	W-ILCA4 1110	15,16,17,18	B-ILCA4 1110	
		M-Skiff 1400	1,2	M-Skiff 1400	3,4,5	Y-MX Dinghy 1400	3,4	M-ILCA4 1400	1,2,3,4	G-ILCA4 1400	5,6,7,8,9	W-ILCA4 1400	10,11,12,13,14	B-ILCA4 1400	15,16,17,18	W-ILCA4 1200	
		W-Skiff 1410	1,2	W-Skiff 1410	3,4,5			W-ILCA4 1410	1,2,3,4	B-ILCA4 1410	5,6,7,8,9	M-ILCA4 1410	10,11,12,13,14	G-ILCA4 1410	15,16,17,18	M-ILCA4 1210	
Area D	Spectator Vessel arrive time at the area 28-29 Sep / 1-2 Oct #1:11:30 #2:14:30					B-Skiff 1100	5,6	M-Skiff 1100	9,10	M-Skiff Reserve 1100		G-Skiff 1100	9,10				
						G-Skiff 1110	5,6	W-Skiff 1110	9,10	W-Skiff Reserve 1100		B-Skiff 1110	9,10				
						M-Skiff 1400	6,7,8	B-Skiff 1400	7,8	B-Skiff Reserve 1400		W-Skiff 1400	11,12				
						W-Skiff 1410	6,7,8	G-Skiff 1410	7,8	G-Skiff Reserve 1410		M-Skiff 1410	11,12				
Area E														ILCA7 1100	F1/F2	ILCA7 1100 Reserve for Final F1/F2	
														ILCA6 1215	F1/F2	ILCA6 1215 Reserve for Final F1/F2	
														↑ near Area D			

20th Asian Games Aichi-Nagoya 2026

Support Team Regulations

Version 16/07/2026

Version 23/08/26

Version 31/08/26

1. General

- 1.1 These Support Team Regulations (STR) shall apply at all times while support persons are at the venue, ashore or on the field of play.
- 1.2 The STR shall apply from 00:01 on 2 September to 23:59 on 3 October 2026.

No vessel is allowed on the Field of Play (FOP) until the FOP is opened on the 4 September.

- 1.3 Under Japanese law, boats are generally required to be registered and inspected, and operators are generally required to hold an appropriate Japanese boat operator's licence. However, these requirements shall be waived for support vessels and designated drivers provided that:
 - 1.3.1 they operate within the areas specified in Addendum A during the period from 4 September to 3 October;
 - 1.3.2 the support vessel and designated driver are registered in accordance with 1.10; and
 - 1.3.3 the designated driver carries a valid boat operator's license issued by their home country, or equivalent certification.
- 1.4 In these STR and the rules governing the regatta, the following definitions apply:
 - 1.4.1 “Support person” has the meaning given in the RRS. A support person includes a holder of a valid Accreditation.
 - 1.4.2 “Support team” means all the support persons associated with a National Authority and its competitors.
 - 1.4.3 “Support vessel” means any vessel that is under the control or direction of a support team member.

- 1.5 The penalties available under STR include instructing the Organizing Authority (OA) to withdraw accreditation and access rights for specific periods.
- 1.6 The OA may inspect support vessels at any time to ensure that they comply with these regulations, and the person responsible for the support vessel shall facilitate such inspection.
- 1.7 The OA may change these regulations at any time. Any changes will be posted on the Official Notice Board. however, provisions subject to Japanese law shall not be amended.
- 1.8 The OA may, at its discretion, refuse to register support vessels not deemed to be suitable. Generally, open vessels more than 4.0m and less than 7.5m in length and having minimal or no superstructure (cabin, coach house, bridge, etc.) are considered suitable.
- 1.9 Support persons shall be registered at Sport Information either before leaving the sailing venue in a support vessel for the first time; or by 10:00 on the day before the first race of each event that they are supporting, whichever is earlier.
- 1.10 Support vessels and designated drivers shall be registered at Sport Information either before entering the Field of Play for the first time or by 18:00 on the day before the first race of the Event that it is supporting, whichever is earlier.
 - 1.10.1 Each vessel shall be insured with valid third-party liability insurance of at least USD 250,000 per incident.
 - 1.10.2 Only accredited support team members may be designated drivers.
 - 1.10.3 Support vessels are permitted to carry one or more support persons from other competing NOCs that do not have a registered support vessel for that Event.
- 1.11 When it is confirmed that the vessel is duly registered with the competent Japanese government authority in accordance with Japanese maritime law, or has undergone a Boat Inspection by the OA and is confirmed to be compliant, a certificate bearing the identification number shall be issued and affixed to the vessel.

Support vessels shall display only the supplied identification number on both sides of the vessel.
- 1.12 The person registering the support vessel shall confirm that a valid

insurance certificate showing proof of third-party liability coverage as required by 1.10.1 has been obtained.

- 1.13 Support vessels shall be marked with the applicable NOC codes clearly displayed on both sides of the vessel in strongly contrasting colour at all times while afloat. The minimum height for the letters shall be 200mm. The letters will not be provided by the OA.
- 1.14 All Team Leaders and support team members will be required to sign a declaration that they will comply at all times with the STR.
- 1.15 Support team members shall not provide any outside help unless permitted by RRS 41 or instructed by the race committee.

2. Sailing Venue

- 2.1 Support vessels shall use the slipway/area as instructed by the harbor authorities. Once launched, trailers shall be moved immediately to their assigned trailer parking place, removed from the venue or placed in a container.
- 2.2 When not in use, support vessels shall be appropriately berthed at the sailing venue in its allocated berth in the designed area for support vessels, or as directed by the OA for safety reasons, for the entire time that these STR apply.
- 2.3 Support vessels shall not use the dinghy launching slipways, jetties or other pontoons outside the Support Vessel Area for any purpose whatsoever, including mooring, launching and retrieval, and loading and unloading of equipment except as permitted by the STR.
- 2.4 Following the completion of the Opening Series (the Qualification Series) or finals for which a support vessel is registered, the support vessel may be lifted out of the water under the direction of the OA. The OA may restrict the use of the crane or slipways during Victory Ceremonies or whilst other media activities are happening nearby.
- 2.5 When a vessel is used for purposes other than those related to the event, or outside the period and area specified in the STR, it must undergo statutory inspections and be registered in accordance with applicable Japanese laws (including the Ship Safety Act and the Act on Registration, etc. of Small-Sized Vessels).

3. Safety

3.1 Support vessels shall carry on board:

- 3.1.1 PFDs for all passengers and the driver;
- 3.1.2 first-aid kit;
- ~~3.1.3 VHF radio;~~
- 3.1.4 device for making a sound signal;
- 3.1.5 compass;
- 3.1.6 adequate anchor and tackle for conditions and depth;
- 3.1.7 tow rope (minimum 15m long and 10mm diameter);
- 3.1.8 engine safety cut out switch and tether (kill chord), also known as a safety lanyard or automatic engine immobilizer;
- 3.1.9 bailer or bucket;
- 3.1.10 knife;
- 3.1.11 A lifebuoy or life ring;
- 3.1.12 Screwdriver, wrench, pliers, and spark plug wrench;
- 3.1.13 tracking device supplied by the OA (from 4 September to 3 October 2026)
- ~~3.1.14 IP Radio or DC radio supplied by the OA (from 4 23 September to 3 October 2026 only)~~
- 3.1.15 IP radio or DC radio supplied by the OA (from 23 September to 3 October 2026 only)
The OA will issue a tracking device and **IP radio or** DC radio (Digital Convenience Radio) to each support vessel when they check out. The support vessel shall always carry the device during its journey. In addition, upon returning to the harbor on the last race of the day, support vessels shall return the tracking device within 30 minutes.

3.2 Support vessels or support team personnel may carry on board and use:

- 3.2.1 electronic watch, provided it complies with STR 8.1
- 3.2.2 optimized binoculars
- 3.2.3 GPS

- 3.2.4 cameras or video cameras (which only have that function and are not otherwise a prohibited electronic device)
- 3.3 It is mandatory under Japanese law that PFDs shall be worn at all times when afloat.
- 3.4 The engine safety cut out switch and tether (kill chord) shall be securely attached to the driver at all times when the engine is running and in gear. It is recommended that the kill cord is not used only when the engine is off.
- 3.5 The maximum plated / certified passenger limits for the vessel shall not be exceeded.
- 3.6 Team leaders are responsible for overseeing the safe operation of their support vessels on the water, including knowledge of who is afloat and ensuring (recording) their safe return to the sailing venue.
- 3.7 At all times, support persons including the registered driver(s) of a support vessel shall comply with directions given by or under the authority of a race official. This includes assisting in rescue operations when requested to do so.
- 3.8 Support vessels shall check out before going afloat for each journey and shall report the number of persons on board. Increasing or decreasing the number of persons on board shall constitute a new journey.

4. General Restrictions

- 4.1 The driver(s) of a support vessel will be responsible for the control of the vessel at all times and will be held responsible for any inappropriate behavior, dangerous actions or improper practices, or actions affecting the fairness or safety of competition.
- 4.2 Support team members shall not leave any device, piece of equipment, buoy, marker, or similar item permanently in the water.
- 4.3 Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
- 4.4 Support vessels shall take particular care to minimize their wash when transiting the Race Areas.

5. Drones

The use of drones is prohibited.

6. Support Vessel Restricted Areas

- 6.1 The Support Vessel Zone applies when Support Vessel Zone marks are laid. However, the race committee may inform support vessels on the DC radio channel for the Race Area that the Support Vessel Zone does not apply for an upcoming race (even if the marks are still laid).
- 6.2 If the Support Vessel Zone applies, then STR 6.3 to 6.5 apply.
- 6.3 Support vessels shall always remain on the non-course side of the Support Vessel Zone marks.
- 6.4 After the first warning signal of the day, support vessels shall move to the Support Vessel Zone until all racing has been completed, postponed or abandoned for that Race Area, unless instructed to do otherwise by the Race Committee.
- 6.5 Between sequences of races, or when all racing for that Race Area has been postponed or abandoned, support vessels may enter the Race Area to service their athletes but shall restrict their speed to five knots. If further racing is to take place, support vessels shall immediately move to the Support Vessel Zone at the warning signal for the first race of the next sequence of races.

7. Special Safety Rules

- 7.1 When the race committee displays flag V with repetitive sounds, all official and support vessels shall monitor the race committee channel for that Race Area for search and rescue instructions. The race committee will announce “Flag Victor” using the designated VHF channel or DC radio channel.
- 7.2 When Support Vessel Zone marks are not laid, STR 7.3 to 7.6 applies.
- 7.3 Support vessels shall not be positioned:
 - closer than 100m to any boat/board racing (except a boat/board in distress or requiring assistance);
 - within 100m of the starting line and marks from the time of the preparatory signal until all boats/boards have left the starting area or the Race Committee signals a postponement,

- general recall or abandonment;
- between any boat/boards racing and the next mark of the course;
- between the inner and outer trapezoid courses when boats/boards are racing on both courses;
- within 100m of any mark of the course while boats/boards are in the vicinity of that mark; and
- within 100m of the finishing line and marks while boats/boards are finishing.

For reaching starts of iQFOiL events, support boats shall not be positioned to windward of any areas where boards may be racing and within 400m of the approach to the starting line.

7.4 ~~The VHF radio permitted in STR 3.1.3 shall be switched on and used for safety communication on VHF radio channel 77.~~

The IP/DC radio supplied by the OA shall be switched on and used for safety communication on the channel specified in the SI.

7.5 Support vessels shall proceed around the Race Area in such a way to minimize the effect their wash on boats racing and official vessels. Support vessels that are motoring above five knots shall remain at least 150m from any boat racing.

7.6 Between sequences of races, following a general recall or when all racing for that Race Area has been postponed or abandoned, support vessels may enter the Race Area to service their athletes but shall restrict their speed to five knots. If further racing is to take place, support vessels shall immediately move outside the Race Area and into the Support Vessel Zone at the warning signal for the first race of the next racing session and remain in the Support Vessel Zone until after the starting sequence has been completed for one or more starts in a session.

8. Use of Electronics

The purpose of the electronics rules is to ensure a level playing field between all teams at an appropriate level for international competition. The Organizing Authority will not pre- approve devices nor comment on individual devices. Support teams must be prepared to explain how a device complies with the rules and demonstrate this if required.

In case of doubt, do not take the device afloat.

- 8.1 Use of Electronics and other Measurement Devices, Not Permitted Actions on the Field of Play:
- 8.1.1 Smartphones and tablets must be in flight mode, or mobile data off or have their SIM / eSim cards removed while in a racing area from when an orange flag is displayed until the last boat finishes the last race of the day.
Exemptions,
(a) the use of verbal communication is only permitted in the event of an emergency; and
(b) the use of text communication is only permitted in the event of an emergency
- 8.1.2 Any device that gathers wind data from beyond the physical extensions of the support vessel or a radius of 1.5m or whichever is smaller;
- 8.1.3 The weather instruments that log or store data.
- 8.1.4 STR 8.2 contains exceptions to STR 8.1.
- 8.2 The following devices, or use of devices, are permitted:
- 8.2.1 Any device when it is used ashore ~~but see STR 8.2.5 on VHF radios)~~
- 8.2.2 The items permitted by STR 3.2
- 8.2.3 Electronic positioning equipment supplied by the OA
- 8.2.4 Devices which only access information which is available to all support teams simultaneously on an equal basis
- ~~8.2.5 HF radios as required by STR 3.1.3, which shall only be configured to use open and public international maritime frequencies. If a radio is configured to be able to use a code or encrypted frequency it ceases to be legal.~~
- 8.2.6 Wind measurement equipment that is limited to measurements of wind speed and direction but not extending horizontally beyond the edge perimeter of the support vessel and 2.5m above the water. This device and its component parts must be easily removable for inspection;
- 8.3 The Race Committee may communicate race and safety information to support vessels in English using DC radio channels specified in the Sailing Instructions.

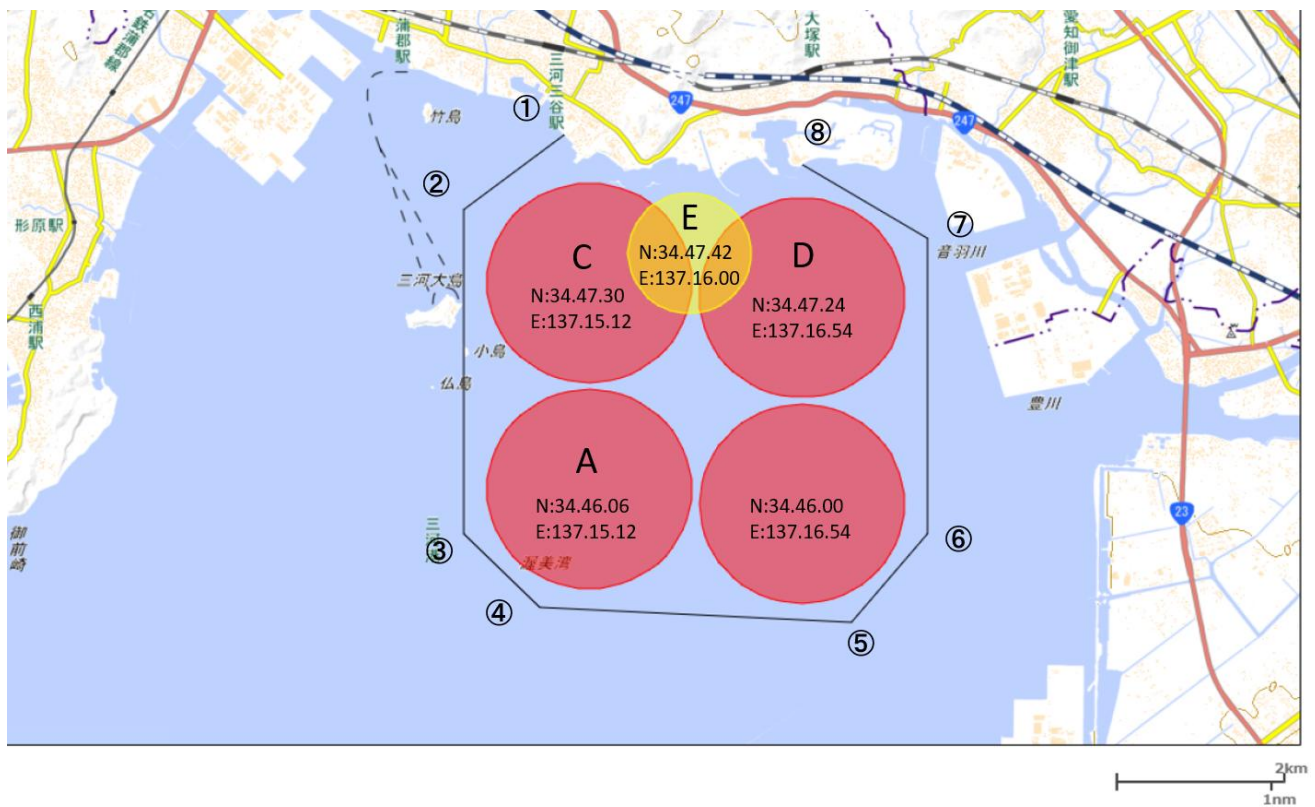
- 8.4 The Technical Delegate, or any race official acting under their authority, may require any phone, tablet, radio or electronic devices in possession of a support team member to be inspected for compliance with the STR at any time.
- 8.5 A support team member shall comply with any inspection request and shall co-operate with any inspection.
- 8.6 Any electronic device which is considered by a Technical Delegate to be in breach of the STR may be impounded and retained by the Organizing Authority until the end of the regatta.

1. Addendum A

The area specified in Section 1.3 shall be limited to the area bounded by the following points and the shoreline.

- ① N34°48'30", E137°15'00"
- ② N34°48'00", E137°14'12"
- ③ N34°45'48", E137°14'12"
- ④ N34°45'18", E137°14'48"
- ⑤ N34°45'12", E137°17'18"
- ⑥ N34°45'48", E137°17'54"
- ⑦ N34°47'48", E137°17'54"
- ⑧ N34°48'18", E137°16'54"

Note: Along the boundary of the racing area, the segment between N34°47'04", E137°14'12" and N34°47'00", E137°14'12" overlaps with a small island.



The 20th Asian Games Aichi-Nagoya 2026

Athlete Media Regulations (AMR)

1. General

- 1.1 The Athlete Media Regulations (AMR) outlines the media environment that will be in operation during the 20th Asian Games Aichi-Nagoya 2026 and sets out how athletes will engage with media and associated obligations.
- 1.2 The Athlete Media Regulations shall apply from 23 September to 3 October 2026.
- 1.3 By participating in this event, athletes automatically grant to the Organizing Authority, Asian Sailing Federation, World Sailing and their sponsors and the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped or filmed television, audio and other reproductions of the athlete during the period of the competition without compensation.
- 1.4 The Notice of Race (NoR), Sailing Instructions (SI), Equipment Regulations (ER) and other supporting documents on penalties clarify the media obligations where penalties will be applied. These are referenced by [SP] (standard penalty) or [DP] (discretionary penalty) in this document.
- 1.5 Supporting documents that may provide more information to athletes include the competition schedule and Equipment Regulations for on-board camera information and tracking system (if they have).

2. Media Representation

- 2.1 All Media representatives are expected to attend the 20th Asian Games Aichi-Nagoya 2026. All authorized media personnel will be identified by appropriate accreditation, which determines their access to defined areas in the Venue and on the Sailing Field of Play.
- 2.2 Accredited media press and photography vessels will be clearly

identified on the water by a Blue flag with 'Media' in White. The movement of media vessels will be controlled on all race areas to ensure minimal disturbance to racing, with additional restrictions for the race areas.

3. Athlete Media Requirements

- 3.1 Before competition/before racing, athletes may be required to attend press conferences/interviews on training and racing days.
- 3.2 If the OA provides a tracking module, before leaving shore to race, an athlete or support team member shall collect their boat's tracking module at the Beach Master's table and carry it on board.
- 3.3 [DP] Athletes shall permit an on-board camera or dummy camera to be mounted on the boat if requested to do so as defined in the Equipment Regulations.
- 3.4 Sailing out and pre-start:
 - 3.4.1 Athletes may be photographed whilst sailing to their race area. An athlete may signal to be left alone by holding an arm out with a palm-facing open hand showing towards the media vessel(s) concerned.
 - 3.4.2 The media are excluded from the race area before racing from the time when the orange flag is displayed on the Race Committee vessel as defined in the Media Regulations.
- 3.5 During racing:
 - 3.5.1 All media and other vessels are restricted to designated areas.
- 3.6 End of race:
 - 3.6.1 Media may request on water interviews from athletes.
- 3.7 [DP] Return to shore:
 - 3.7.1 All athletes shall attend a media conference on request from the Organizing Authority. Selected athletes shall be invited to the media conference via their team leader, team press officer or press attaches.
 - 3.7.2 Athletes may be asked to be available for interviews outside the formal mixed zone and media conferences, on either training or competition days.

4. Victory Ceremonies

- 4.1 All medal winners shall attend a media conference immediately after the Victory Ceremony. Victory Ceremonies may be delayed according to the racing schedule.

5. Additional Information

- 5.1 Athletes may be asked to give live interviews or contribute to race analysis. The OA, Asian Sailing Federation and World Sailing may also request that athletes attend additional interviews.

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20th Asian Games Aichi-Nagoya 2026
23 September – 3 October 2026
SAILING COMPETITION
EQUIPMENT REGULATIONS

1. General

- 1.1. All boats and equipment entered for the 20th Asian Games Aichi-Nagoya 2026 shall be inspected in accordance with the relevant rules including Class Rules, Notice of Race (NoR), Sailing Instructions (SI) and Equipment Regulations (ER), defined collectively as the Event Equipment Rules.
- 1.2. The Technical Committee (TC) is responsible for all equipment inspection functions. The Chair of the TC may appoint one or more persons to carry out the functions of the Technical Committee. The TC is the 'responsible authority' for the purposes of RRS 63.5(d) and it shall be the authority for determining if equipment complies with the event Equipment Regulations and the Class Rules during the 20th Asian Games Aichi-Nagoya 2026. The Technical Committee (TC) is responsible for all equipment inspection functions.
- 1.3. After a boat has completed its pre-event equipment inspection, only registered competition boats and equipment may be kept in the boat park (except with prior written permission of the TC). However, spare items may be carried by support vessels but shall not be used unless substitution is permitted by the TC
- 1.4. Boats shall be kept in their assigned place in the boat park as assigned by the OA.
- 1.5. Each boat is required to comply with RRS 78.1 and the event Equipment Regulations from the time of its pre-event equipment inspection onwards unless otherwise approved by the TC. In accordance with the Equipment Inspection policies, non-compliance may be protested and penalized as if it was discovered after racing.
- 1.6. Any changes to these ER will be posted on the Official Notice Board in accordance with the Sailing Instructions.

2. Event Limitation Marking

- 2.1. All items of equipment subject to event limitation control shall be marked with the official event limitation mark at the time of pre-event equipment inspection. If a mark becomes unclear, insecure or lost, this shall be reported to the TC before the next race, so that the mark will be replaced.

3. Repair and Replacement of Boats and Equipment

- 3.1. All repairs and replacements after completion of pre-event equipment inspection shall require prior written approval of the TC.

- 3.2. Requests for equipment repair or replacement must be submitted via Official Notice Board online. If you are unable to access the Official Notice Board online, you may obtain a request form at the TC office.
- 3.3. Repairs or replacements required afloat shall be notified to the TC prior to the start of the next race. If there is no time to notify the TC prior to the start of the race, the repair or replacement shall be notified to the Race Committee or a member of the Jury prior to the start of the next race.
- 3.4. Any repairs and/or replacements carried afloat shall be reported ashore in writing to the TC within the protest time limit and both the replacement part and replaced equipment shall be presented to verify compliance with Class Rules.
- 3.5. The re-use of replaced equipment subsequently being repaired shall require prior written approval of the TC.

4. Equipment Inspection

- 4.1. Pre-event equipment inspection will take place in accordance with the schedule published in this ER. Boats and equipment shall be ready for inspection at the equipment inspection area at the designated time slot in accordance with the boat-specific requirements mentioned in the ER.
- 4.2. Boats and equipment shall be presented for equipment inspection in a dry, clean and salt-free condition. All equipment shall have all event limitation stickers from previous events removed.
- 4.3. All boats shall be presented for pre-event equipment inspection with all equipment as required or permitted by the Class Rules, including sails, personal flotation devices, impact vests, helmets, trapeze harnesses where applicable and any electronic personal equipment items like watches etc.
- 4.4. Only one set of items of equipment that are to be inspected or controlled, shall be presented for pre-event equipment inspection.
- 4.5. Personal flotation devices /impact vests shall comply with the respective Class Rules and their size shall be appropriate for the body type and size of the user. Where not specified in the Class Rules, personal flotation devices/Impact vests shall be in compliance with EN 393 or ISO 12402-5, level 50 or an equivalent standard. Inflatable Personal Flotation Devices are not permitted. SOLAS approved whistle is mandatory if specified by the class rule.
- 4.6. Personal equipment that includes timing and/or electronic devices with functions in addition to boat heading and timing are not permitted unless otherwise specified in the personal equipment section of the respective Class Rules.

- 4.7. At least one participant and/or a maximum of two support team members shall be present at all times during equipment inspection. An interpreter may also be present when needed, if approved by the TC.
- 4.8. At any time during the racing days, a boat may be informed by a TC member that it has been selected for equipment inspection. When so informed, the boat shall move directly as instructed to the indicated area at the race area or at the Sailing Venue.
- 4.9. When a boat has been informed that it has been selected for inspection no person shall join or leave the boat without permission from the TC. No equipment or other item shall be taken on or off the boat without permission from the TC. The notified participant shall not leave the equipment inspection area without the permission of the TC. After inspection of the participant's clothing and/or equipment, at least one crew member or support team member shall remain present during the inspection of the boat. The TC may require the boat to be quarantined in order to perform the requested inspections.
- 4.10 In the Equipment Inspection Form the serial numbers of each piece of equipment should be filled up in the appropriate space along with other details wherever applicable legibly.

5. [SP] Procedures for Men & Women Dinghies (ILCA7 & ILCA6) Finals

- 5.1. On completion of the opening series, boats qualified for the Finals shall be available for inspection at the quarantine / pit lane area. A penalty given under this ER shall not be grounds for a boat to request redress. This changes RRS 61.1 (a)
- 5.2. Boats shall be present into the quarantine area at the date and time specified in the Official Notice Board. Access to the quarantine area shall be prohibited after equipment inspection on the day of the Finals except for repairs authorized in advance by the TC in writing. The location of the quarantine / Pit Lane Area for each Class of boats will be published in the Official Notice Board.
- 5.3. On the day of the Finals, boats shall be presented in accordance with ER 4.3 for equipment inspection two hours before the start time of their race, unless otherwise instructed by the TC. This includes boats that may qualify for the Finals following a protest or request for redress.
- 5.4. On the day of the Finals, boats shall not leave the Quarantine / Pit Lane Area before being signalled by the Race Committee to go afloat.
- 5.5. If the Finals are postponed or abandoned such that the boats return to shore, the boats shall return to and remain in the Quarantine / Pit Lane Area. If the Finals are postponed or abandoned for the next day the procedure outlined in ER 5.3 & 5.4 shall be repeated.

6. Onboard Equipment Provided by the Organising Authority (OA)

- 6.1. Boats shall carry equipment provided and installed by the Organising Authority.
- 6.2. To avoid entanglement with running rigging and sails, only rope, elastic and adhesive tape may be attached to OA's equipment mounts and brackets, provided that it does not interfere with the operation or field of view of the associated OA's onboard equipment.

BOAT & BOARD SPECIFIC REQUIREMENTS FOR EQUIPMENT INSPECTION

7. Mixed Dinghy – 470

- 7.1. Each boat shall be presented for weighing in dry condition and without portable/spare equipment with the mast down, sheets, centerboard & rudder blade placed inside boat. Main Sail, jib, spinnaker, hull corrector weights, tow rope & jib luff wire to be removed from hull before weighing. All inspection hatch covers shall be open.
- 7.2. Each boat shall be presented for pre-event equipment inspection with her certification documentation. Digital certificates on mobile phones will also be accepted.
- 7.3. The sails, centreboard, rudder blade, mast, boom, spinnaker pole, PFDs, trapeze harness & tow rope to be presented separately for inspection.
- 7.4. Sails shall be identified with sail numbers, country letters and country flags in accordance with the Class Rules.

8. Youth Mixed Dinghy – 420

- 8.1. Each boat shall be presented for weighing in a dry condition and without portable/spare equipment with the mast down, sheets, centerboard & rudder blade placed inside boat. Main Sail, jib, spinnaker, tow rope & Jib Luff wire to be removed from hull before weighing. All inspection hatch covers shall be open.
- 8.2. Each boat shall be presented for pre-event equipment inspection with her certification documentation. Digital certificates on mobile phones will also be accepted.
- 8.3. The sails, centreboard, rudder blade, mast, boom, spinnaker pole, PFDs, trapeze harness & tow rope to be presented separately for inspection.
- 8.4. Sails shall be identified with sail numbers, country letters and country flags in accordance with the Class Rules.

9. Men and Women's Skiff – 49er, FX

- 9.1. Mainsails shall be identified with sail numbers, country letters and country flags in accordance with the Class Rules.
- 9.2. Hulls shall be presented completely dry and drained of any internal water and in a salt free condition. Hull corrector weight (if any) shall be removed.

- 9.3. Ensure ALL control lines including mainsheet bridle etc. are REMOVED from the hull before entering the inspection area. No lines will be held in the air.
- 9.4. The mast shall have all standing and running rigging pulled tight and tied to the mast and all loose ends secured. Only the forestay is to remain free to check for length as per Class Rule compliance.
- 9.5. Ensure the Mast main sail stopper is in place and in a permanently fixed position.
- 9.6. The number of sails and spars which may be approved during inspection of the boat shall not exceed one mast, one boom, one bowsprit, one mainsail, one jib and one gennaker.

10. Boys and Girls Skiff – 29er

- 10.1. Mainsails shall be identified with sail numbers, country letters and country flags in accordance with the Class Rules.
- 10.2. Hulls shall be dry and drained of any internal water. Hull corrector weight (if any) shall be removed.
- 10.3. Ensure ALL control lines including mainsheet bridle etc. are REMOVED from the hull before entering the inspection area. Control lines that are spliced permanently to the hull are allowed to remain along with rudder box and tiller extension for weighing.
- 10.4. The mast shall have all standing and running rigging pulled tight and tied to the mast and all loose ends secured. Only the forestay is to remain free to check for length as per Class Rule compliance.
- 10.5. SOLAS approved whistle to be produced at the time of inspection.

11. Men and Women / Boys & Girls One Person Dinghy – ILCA7, ILCA6 & ILCA4

- 11.1. Each boat shall be presented for pre-race equipment inspection with the lower mast, boom rigged with the outhaul, cunningham, vang, mast retention line, traveller, hiking strap lines and mainsheet.
- 11.2. The tiller & tiller extension shall be removed from the rudder head.
- 11.3. The rudder assembly shall be presented with the rudder blade in the fully lowered position.
- 11.4. The daggerboard, upper mast, sail & batten set shall be presented for inspection.
- 11.5. Sail shall be identified with sail numbers, country letters and country flags in accordance with the Class Rules. Female competitors in the ILCA6 & ILCA4 events shall have red rhombus on their sails in accordance with the Class Rules.

12. Men and Women's Windsurfer – iQFOiL & iQFOiL Youth and Junior

- 12.1. Foot straps and foil system shall be removed from the board for weighing.
- 12.2. Sail, mast sections, boom & foil system to be dismantled and presented for inspection.
- 12.3. Sail shall be identified with sail numbers, country code & country flag in accordance to the Class Rules.
- 12.4. Impact vest, helmet & whistle to be presented (as per class rule requirement) for inspection.

SCHEDULE OF EQUIPMENT INSPECTION

13. Pre-event equipment inspection shall be conducted at the boat shed by the boat park. The schedule of equipment inspection shall be as follows:

23.09.2026 Wednesday

Time	Mixed Dinghy - 470	Men's Skiff - 49er	Women's Skiff - FX
1300	CHN	CHN	
1320	IND		CHN
1340	JPN	HKG	
1400	KAZ		HKG
1420	KOR	IND	
1440	MAS		IND
1500	PAK	JPN	
1520	PHI		JPN
1540	THA	KOR	
1600	UAE	OMA	

24.09.2026 Thursday

Time	Youth Mixed Dinghy - 420	Boys' Skiff - 29er	Girls' Skiff - 29er
1000	JPN		
1020	KOR		
1040	MAS		
1100	PHI		
1120	SGP		
1140	THA		
1200	UAE		
1330		HKG	HKG
1410		JPN	JPN
1450		MAS	MAS
1530		OMA	
1550		SGP	
1610		THA	THA

24.09.2026 Thursday

Time	Boy's Dinghy - ILCA4	Girl's Dinghy - ILCA4
1000	HKG	HKG
1030		IND
1045	JPN	JPN
1115	KAZ	KAZ
1145	KOR	KOR
1330	MAS	MAS
1415	QAT	
1430	SGP	SGP
1500	THA	THA
1530	UAE	UAE
1600	UZB	
1615	VIE	

25.09.2026 Friday

Time	Men's Dinghy - ILCA7	Women's Dinghy - ILCA6
1000	CAM	
1010	CHN	CHN
1035	HKG	HKG
1100	IND	IND
1125	IRI	
1135	JPN	JPN
1200	KAZ	KAZ
1225	KGZ	
1330	KOR	KOR
1355	MAS	MAS
1420	PAK	
1430	SGP	SGP
1455	SRI	SRI
1520	THA	THA
1545	TPE	
1555	UAE	UAE
1620	UZB	
1630	VIE	VIE

25.09.2026 Friday

Time	Boys' Windsurfing - IQFoil Youth	Girls' Windsurfing - IQFoil Youth	Men's Windsurfing - IQFoil	Women's Windsurfing - IQFoil
1000	HKG	HKG		
1025	JPN	JPN		
1050	KOR	KOR		
1115	PHI	PHI		
1140	SGP	SGP		
1205	THA	THA		
1330			CHN	CHN
1355			HKG	HKG
1420				IND
1435			JPN	JPN
1500			KOR	
1515			PHI	PHI
1540				SGP
1555			THA	THA

TECHNICAL COMMITTEE STANDARD PENALTY [SP]

14. General – All Classes unless otherwise specified in para 15

	Description	Penalty
14.1.	Boat not presented on its scheduled time to pre-race equipment inspection but presented before the end of the last scheduled inspection of its assigned day.	One point scoring penalty added to the first race of the competition
14.2.	Boat not presented on its scheduled time to pre-race equipment inspection but presented before the end of the pre-event equipment inspection day.	One point per day scoring penalty added to the first race of the competition
14.3.	Equipment subject to event limitation not carrying an event limitation mark as required	One point scoring penalty to each race with non-compliance
14.4.	Equipment subject to event limitation carrying an event limitation mark that is not assigned to the competitor	One point scoring penalty to each race with non-compliance
14.5.	Boat not carrying Safety equipment (PFD/Helmet/Cutting device /Righting line/Towing rope/ Whistle) if required by their respective class rules	Two points scoring penalty to each race with non-compliance
14.6.	Not locating the tracking or onboard equipment provided by OA as required	One point scoring penalty to each race with non-compliance

15. Class Specific

15.1 Men's/ Women's/ Boys' & Girls' Dinghy (ILCA7, ILCA6 & ILCA4)

	Description	Penalty
15.1.1.	Boat sailing without a daggerboard stopper (Class Rule E.2.5(a)i) or without mast retention line attached (Class Rule C.9.2.1 (b)), or without daggerboard retention line attached (Class Rule C.8.2.1(a)i)	A scoring penalty of 30% of the score for did not finish, rounded to a whole number (rounding 0.5 upward) will be added to the boat's score in the last completed race in which she was racing without the daggerboard stopper or the retention line. However, she shall not be scored worse than DNF. This changes RRS A5.
15.1.2.	If a sail, top mast, or bottom mast has been changed for a race without the permission required by SI 19.2	The competitor will be disqualified without a hearing from the last completed race when the change was used. This changes RRS A5.
15.1.3.	If a competitor sails with GPS enabled watch or any electronic equipment not specifically permitted (Class Rule 5.2(a))	The competitor will be disqualified without a hearing from the last completed race when the change was used. This changes RRS A5.

15.2 Men & Women Skiff (49er / FX)

	Description	Penalty
15.2.1.	Mast track stopper missing or not fasten in place as per class rules	10% scoring penalty to the last completed race with non-compliance
15.2.2.	Spare Tiller extension missing	10% scoring penalty to the last completed race with non-compliance
15.2.3.	Single mandatory safety-relevant equipment item not worn, missing, or not functional according to class rules	30% scoring penalty to the last completed race with non-compliance
15.2.4.	Single mandatory portable equipment item missing or not functional according to class rules	5% scoring penalty to the last completed race with non-compliance
15.2.5.	Mandatory serial number or sticker missing or not applied according to class rules	2% scoring penalty to the last completed race with non-compliance
15.2.6.	Country identification letters/flag or sail number missing, incorrect, mislocated, or unreadable according to class rules	5% scoring penalty to the last completed race with non-compliance

15.3 Men's/ Women's/ Youth Boys' & Girls' Windsurfing (IQ-Foil)

	Description	Penalty
15.3.1.	Harness above 4kg as per CR – Senior Harness above 2.5kg as per CR – Youth & Junior	5 points scoring penalty to the last completed race with non-compliance
15.3.2.	Personal Equipment above 6kg as per CR	5 points scoring penalty to the last completed race with non-compliance
15.3.3.	Sail numbers / National letters / national flag not as per CR	2 points scoring penalty to the last completed race with non-compliance
15.3.4.	QR sticker missing	1 point scoring penalty to the last completed race with non-compliance
15.3.5.	QR stickers not matching what was registered	5 points scoring penalty to the last completed race with non-compliance