

International Lightning Class Association

Rules Governing

Version 1
August 4, 2004

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The purpose of the Rule Governing for the Lightning Class is to insure to as great a degree possible that sanctioned regattas are managed consistently to assure fair competition.

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General

1) *PURPOSE*

These Rules shall govern I.L.C.A. Sanctioned events in accordance with Article XI of the By-Laws.

- a) These Rules shall be supplemented by written Sailing Instructions that shall rank as Rules and may alter a Rule by specific reference to it.
- b) The Sailing Instructions shall not alter: (i) Articles I through VII (ii) Article VIII, Paragraphs 2, 4, ~~5~~, 9 of these rules

2) *ORGANIZING AUTHORITY*

- a) Lightning Class Championships shall be organized by one of the Fleets or Districts, either with the approval of a National Authority, **ILCA**, or in conjunction with a Club or Regatta Committee affiliated with a National Authority.

3) *PERPETUAL TROPHY*

A perpetual award should be provided for each Championship and should be inscribed to include the words "International Lightning Class" before the name of the Championship.

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

4) *TIME AND PLACE*

- a) 1. District and Area Championships should be contested annually. The World Championship shall be contested every other year.

5) *ENTRIES*

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

6) *ELIGIBILITY*

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

- a) 1. Each boat must be certified eligible by the Measurement Committee before it can be entered in any sanctioned Championship. Boat, sails, spars, and equipment must be made available for measurement and inspections before any Sanctioned event and any or all boats or portions thereof may be ordered re-measured by the Measurement or Executive Committees.
- b) 2. Boats must hold valid Measurement Certificates, including Mast Certifications,

and must display valid membership decal and mast decal. Measurement Certificates must be presented at time of Measurement.

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

7) *SUBSTITUTION*

- a) 1. There will be no substitution of Skipper.
- b) 2. Once the regatta has begun, boat and crew must sail throughout, except in the case of proven accident or illness. Prior to the series permission may be granted for the use of a specified alternate crew for a specified race or races. Permission for substitution in such cases may be obtained from the **organizing authority** directly responsible for the series. Such permission must be denied if unfair advantage is gained thereby or if not absolutely necessary.
- c) 3. If a sail is damaged substantially during the championship, the sail may be replaced with a sail which shall be measured, and which shall be of the same brand, if possible, and with no less use than the damaged sail. Any substitution shall be done with approval from a member of the Measurement Committee or by the Race Committee. Chairperson

8) *RACING CONDITIONS*

- a) Whenever possible the number of scheduled races shall be no less than five. Provision shall be included for disposition of scheduled races, which are made impossible or unsafe by weather conditions. In no case shall a Championship, a qualifier for an area Championship, have less than three (3) races count unless it is clearly stated in the Sailing Instructions. If fewer than three races are sailed, it shall be up to the Organizing Authority of the regatta to determine when, or if, the regatta can be resailed in order to get a fair test of skill to determine the appropriate representatives. Only those eligible to qualify in the first series shall be allowed to qualify from the second series. Further that the second series shall

count the one or two previous races that were held as part of the races for the second series. ??? *don't understand the intent - we should ask Jim Carson The* above stipulation will only be for the part of the regatta that is used for a qualification and will not affect the awarding of a championship trophy or such title unless specifically mentioned in the Sailing Instructions.

- b) The International Lightning Class Association adopts Category C in accordance with RRS Appendix 1, Regulation 20, with the restriction that advertising is permitted on hulls only. However, club or invitational events may be restricted to Category A, as provided under Regulation 20.4.4 of the Advertising Code, with the approval of the National Authority of the organizing club. (April 2003)
- e) Scoring -
 - iv) scoring shall be in accordance with RRS (2001-4) Appendix A 11.
 - v) Each boat's total score will be the sum of her scores for all races, excluding her worst score if so provided in the Notice of Race and Sailing Instructions. The boat with the lowest total scores wins.
 - vi) The Notice of Race and Sailing Instructions shall include paragraphs 4 a, b, and c, the last paragraph modified to note the provision for exclusion of the worst score, if applicable.
- d) For purposes of qualifying competitors for an area championship, the right of appeal shall be denied and the Notice of Race and Sailing Instructions shall so state.
- e) The act of deliberately sacrificing one's own chances of position in a race or series, thereby materially affecting the position of other competitors, is prohibited and shall be grounds for disqualification. Covering or luffing, providing the yacht is sailing within the racing rules and in a manner consistent with maintaining or bettering her position in the race or series, shall not be deemed team racing tactics. In flagrant cases affecting the point score of the leaders the Race Committee shall have the power, with or without protest, to order the race resailed, bar the offender from the resailed and remaining races and recommend his or her suspension from the Association to the Board of Governors.
?????????????
- f) The 720 degree turns penalty as provided in RRS (2001-4) Rule 44.2 will apply with the additional provision that when an infringing boat has its spinnaker drawing at the time of the infringement, drops it completely while taking her penalty, and resets it and has it drawing after the penalty, the penalty is one full turn, or 360 degree turn, instead of two. The Notice of Race and Sailing Instructions shall include this provision.
- g) Starting. **For World Championship events**, the Executive Committee shall approve the starting sequence.
- h) 8. Propulsion.
Modifying rule 42.3(b), "On a free leg of the course, when surfing (rapid accelerating down the leeward side of a wave) or planning is possible, the boat's crew may, in order to initiate surfing or planning, pump the sheet, but not the guy controlling any sail, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between

the crew member handling the sheet and the first block on the boom shall be used."

- i) **PROTEST TIME LIMIT** - The question of legality of sailors or equipment must be challenged within the time limit (for filing protests) prescribed in the race circular for the regatta in question. (Oct. 66) (Executive Committee Ruling, ratified by Governing Board). (*Incorporated into Rules April 2003*)
- j) **DRY SAILING** - In the absence of any limitations imposed by the local committee due to inadequate facilities, boats at all sanctioned regattas may moor in the water or haul out between races according to the wishes of the skipper. (May 67) (Executive & Measurement Committee Ruling). (*Incorporated into Rules April 2003*)
- k) **SUPPORT BOATS:** Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel. (*Incorporated into Rules April 2003*)

AREA CHAMPIONSHIPS

ARTICLE I

1. These Rules shall be supplemented by written Sailing Instructions that shall rank as Rules and may alter a Rule by specific reference to it. The Sailing Instructions shall be approved by the I.L.C.A. Executive Committee.

ARTICLE II - ORGANIZING AUTHORITY

1. Sanctioned Lightning Area Class Championships shall be organized by the International Lightning Class Association, either with the approval of a National Authority or in conjunction with a Club or Regatta Committee affiliated with a National Authority.

ARTICLE IV - TIME AND PLACE

1. Area Championships shall be contested annually.

ARTICLE V – ENTRIES

1. Qualifying races shall be conducted in accordance with these Rules. From any district, the member having the best score among those eligible, willing, and able to represent the district, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the district is entitled. A district shall always be entitled to at least one entry.

Qualifying races must be free from discrimination and be open to every active member of

the group. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular group holding the series. No arbitrary selection can be made except in the case where the number of qualified, willing, and able skippers is less than the number of entries to which the group is entitled.

2. Entries must be specifically named on an entry blank with information relative to eligibility at least twenty days prior to the first race or as directed by the governing authority for the Championship. Alternative entries may be submitted prior to this date. Approved Measurement Certificate must be on file in the I.L.C.A. Office for each yacht entered. No entry shall be accepted which does not meet all the eligibility requirements.

3. The Vice President in charge of area championships shall be given an automatic entry into their respective championships.

ARTICLE VIII - RACING CONDITIONS

1. The number of scheduled races shall be six or more as determined by the Governing Authority. If the number of completed races is five or less, all will be scored; if six or more, one race will be discarded.

2. The International Lightning Class Association adopts Category C in accordance with RRS Appendix 1, Regulation 20, with the restriction that advertising is permitted on hulls only. However, club or invitational events may be restricted to Category A, as provided under Regulation 20.4.4 of the Advertising Code, with the approval of the National Authority of the organizing club. *(April 2003)*

3. The right of appeal shall be denied and the Notice of Race and Sailing Instructions shall so state.

AMERICAN CHAMPIONSHIP

ARTICLE III – TROPHY

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

ARTICLE IV - TIME AND PLACE

1. The North American Championship shall be awarded to a club or organization meeting the following criteria

(a) A formal bid is submitted to the ILCA Office and the Vice President of North American Championships.

(b) The bid shall include accommodations to host or co-host the North American Women's, Masters and Juniors Championships.

2. The Executive Committee shall choose the location for the Championship from bids obtained and solicited by the Class Office and the Vice President of North American Championships.

3. The Championship shall begin no earlier than the first Saturday in August.
4. The exact time and location of the Championship shall be determined by the Executive Committee, who may deny the privilege to any Fleet who, in their estimation, does not have the physical facilities and capabilities to conduct such a regatta. Such time and place shall be announced at least one year in advance of the date set.

ARTICLE V – ENTRIES

1. Approximately 110 boats shall be entitled to enter the North American Championship Regattas. The exact number of entries from each District shall be determined each year by the Executive Committee as a percentage of each District's Active and Life Members so as to attain an entry list of approximately 110 boats. Such percentage shall be announced no later than March 15th and will be applied to the number in good standing as of thirty days prior to the first race of the North American Championship Regattas. Each District shall be entitled to one additional boat for every three boats that qualify for the North American Championship Blue Fleet the previous year. All members of the Executive Committee, the reigning Champion and the reigning World Champion do not have to qualify for the North American Championships and shall not count toward a District's Quota. The Host District shall have its North American quota doubled.
2. The Executive Committee may permit Skippers from outside North America to compete, but no such Skipper shall be eligible for a qualifying berth from North America to the World Championships.
3. From the I.L.C.A. Junior, Women's and Masters Championships one or more Skippers, not previously qualified through their District, shall be entitled to enter the North American Championship Regattas in accordance with the following formula: One Skipper qualifies if the Fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc.
4. For Masters' North American Championship: Minimum age of skipper is 55 years; minimum total crew age is 130 years. The skipper and crew meet the minimum age requirements if the age(s) is reached during the calendar year of the Championship.
(Incorporated into Rules April 2003)

ARTICLE VIII - RACING CONDITION

A-ELIMINATION RACES

1. All boats entitled to enter the North American Championship Regattas shall be divided into equal flights and shall sail a Qualifying Series. Boats shall be rotated between flights so that each Skipper will have an opportunity to sail against as many different Skippers as possible.
Four elimination races shall be scheduled, to be sailed the first two days. If all are sailed, three will be scored. If less than four are sailed, all will be scored. If, by the end of the second day, at least three races have been sailed, the Qualifying Series will be terminated. If less than three races have been sailed in the first two days, the Qualifying Series will continue on the third day. As soon as a total of three races have been sailed (including those sailed previously) the series will be terminated and yachts scored on the basis of the

races sailed.

If, after three days, only one race has been completed, the Qualifying Series will continue until two races have been completed.

2. The right of appeal shall be denied and the notice of Race and Sailing Instructions shall so state.

3. The 33 Skippers receiving the lowest number of points in the races plus the reigning North American Champion and all Skippers tied for 33rd place shall be entitled to sail the final series to determine the North American Champion. However, if the reigning Champion chooses and so notifies I.L.C.A. at least thirty days ahead of the first elimination race, he may sail in the Qualifying Series. If he qualifies for the final series to determine the North American Champion the Fleet will be increased to 34 and all Skippers tied for 34th place. The remaining Skippers shall sail for the Presidents' Cup, except that where more than 35 remain after selection of the Championship group, a Governors' Cup series will be conducted. In such case the remaining Skippers shall be divided equally between the two series with those totaling the most points sailing in the Presidents' Cup series. Skippers tied for the last qualifying position in the Presidents' Cup series shall be entitled to sail in that series as shall the odd Skipper should the number to be divided be unequal.

B-FINAL SERIES

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

In case the defending North American Champion chooses not to sail in the Qualifying Series, his or her average points for the race(s) sailed in the Championship Series will be counted as one race.

ARTICLE - QUALIFICATION FOR THE WORLD CHAMPIONSHIP

1. Qualification for the World Championship shall be determined by the order of finish in the North American Championship selected by the Executive Committee as being reasonably far in advance of the World Championship to permit planning by the Skippers and crews entitled to attend. Such selection shall be announced no later than the announcement of the time and place of the selected North American Championship. North American Championship Skippers shall have preference, followed by Presidents' Cup Skippers, and then Governors' Cup Skippers. Should this procedure fail to produce the number of qualifiers to which the Area is entitled, the entry list shall be closed without further consideration.

EUROPEAN, SOUTH AMERICAN, AND OTHER AREA CHAMPIONSHIPS

ARTICLE III – TROPHY

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

ARTICLE IV - TIME AND PLACE

1. The Championship shall be held in the home waters of the Fleet having last won the event, except:

(a) It cannot be held by the same Fleet two consecutive years.

(b) It cannot be held for more than two consecutive years in the same District.

2. The exact time and location of the next Championship shall be determined by the governing authority of the Area, who may deny the privilege to any Fleet who in their estimation does not have the physical facilities and capabilities to conduct such a regatta. Such time and place shall be announced as early as possible.

ARTICLE V – ENTRIES

1. Entries may be limited, if necessary, by the governing authority of the Area.

2. Skippers from outside the area may be allowed to compete, but no such Skipper shall be eligible for a qualifying berth from that Area to the World Championship.

ARTICLE IV - QUALIFICATION FOR THE WORLD CHAMPIONSHIP

1. Qualification for the World Championship shall be determined by the order of finish in the Championship selected by the governing authority of the Area as being reasonably far in advance of the World Championship to permit planning by the skippers and crews entitled to attend.

2. If this method of qualification is not feasible for the Area, the governing authority may make whatever arrangements are necessary to fill their entry quota.

WORLD CHAMPIONSHIPS

ARTICLE II - ORGANIZING AUTHORITY

1. The Lightning Class World Championship shall be organized by the International Lightning Class Association, either with the approval of a National Authority or in conjunction with a Club or Regatta Committee affiliated with a National Authority.

2. The responsibility of arranging for proper facilities, entertainment, awards, etc. shall rest with the Fleet in whose waters the series is held, but in no case can the series be held in a facility where the presence of overhead power lines could constitute a danger to participants.

ARTICLE III - PERPETUAL TROPHY

1. A perpetual award should be provided and should be inscribed to include the words "International Lightning Class" The trophy may be retired by any skipper winning it for

the third time, if permitted by the Deed of Gift.

2. The perpetual trophy shall be held by the Fleet of the winner until the next Championship, subject to the order and approval of the governing authority.

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

ARTICLE IV - TIME AND PLACE

1. The World Championship shall be held in a different major geographical Area each time until each Area has either held the Championship or has declined to do so. Thereafter, the Championship shall be held in an Area, which has not held it for the greatest length of time.

2. Major geographical Areas shall be North America, South America, and Europe. The Governing Board shall review these groupings at least each two years immediately following the World Championship and take such steps to revise this article as may be indicated by an increase or decrease in Lightning Class activity in all the areas of the World.

3. The exact time and location of the next World Championship shall be determined by the Executive Committee and shall be announced at least one year in advance of the date set.

4. The World Championship shall be held within the calendar year in the odd-numbered years.

ARTICLE V - ENTRIES

1. Qualifying races shall be conducted in accordance with these Rules. From any area, the competitor having the best score among those eligible, willing, and able to represent the area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the area is entitled. An area shall always be entitled to at least one entry.

Qualifying races must be free from discrimination and be open to every active member of the area. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular area holding the series. No arbitrary selection can be made except in the case where the number of qualified, willing, and able skippers is less than the number of entries to which the area is entitled.

2. Entries must be specifically named on an entry blank with information relative to eligibility at least twenty days prior to the first race or as directed by the governing authority for the Championship. Alternative entries may be submitted prior to this date. Approved Measurement Certificate must be on file in the I.L.C.A. Office for each boat entered. No entry shall be accepted which does not meet all the eligibility requirements.

3.

(a) The Initial Allocation: Each major geographical area shall be entitled to enter

four percent of its registered boats, but not more than seventeen (17) boats, except that Canada shall be entitled to enter three (3) boats, over and above the quota for North America. The Defending Champion, the current World Youth Champion, the International Masters Champion determined before the time of entries due prior to the World Championship, the current Vice President/Worlds, and the current ILCA President do not have to qualify for the World Championship and shall not count towards their Area's quota. The host country shall be entitled to two (2) entries over and above the Area's quota.

(b) The Secondary Allocation: If an Area is unable to fill its entitlement within sixty days of the event, the unused entitlement shall be allocated to the other Areas by the Executive Committee beginning with the Area having the most registered boats, etc.

(c) Three (3) additional entries may be selected by the Executive Committee from Countries not represented otherwise to foster or expand Lightning interest in those Countries.

(d) For purposes of this article only, registered boats are defined as boat numbers assigned less boats known to have been destroyed or never built.

(e) The Executive Committee when exercising its secondary allocation authority shall not create a situation where one country has more than 50% of the entered boats, not including those eligible because of ILCA position, World Championship status or host country's supplemental quota.

4. Entries for the Championship shall be determined by the area concerned but in accordance with applicable I.L.C.A. Rules.

5. The Canadian entries shall also be governed by the following stipulations:

(a) "That the three Canadian entries be permanent residents of Canada at the time of the qualifying series for the Worlds, and that they continue to be permanent Canadian residents up to and including the time, or dates set for the World Championships."

(b) "That the Canadian Lightning Championship, through which qualification will be obtained, would be conducted in accordance with the Articles XIX through XXII of "Rules Governing all Area Lightning Class Championships", except that, the Canadian Lightning Association be allowed some flexibility in their interpretation of Article XX (Time and Place.)"

(c) "That the Canadian Championship from which such selection is to be made, shall be held at such a time as to provide ample timing for those who qualify to prepare themselves adequately for the Worlds. When possible it could be held in the same year as the North American Championships through which the United States' entry would be chosen. Further, that the Canadian Lightning Association advise the Executive Committee of the International Lightning Class Association of date and place of the Canadian Open for such qualification at least four months

in advance of the date, so that it may be approved."

(d) "That a Canadian who could qualify for the World Championship because of his permanent residency in Canada at the time of a qualifying series, shall not be eligible to qualify via the North American Championships. This of course would not restrict him/her from racing in the North American Championships, but in the event that the Canadian placed in the top 17 boats of the North Americans, that the next boat in line, that is the 18th or 19th or 20th, or that which is necessary be considered for the entry in the Worlds via this championship."

(e) "That a Canadian who qualifies for the World Championship via the Canadian Open shall confirm at least three months prior to the World Championship, that he/she will in fact partake in the World Championship."

6. For International Masters Championship: Minimum age for skipper is 55 years; minimum total crew age is 130 years. The skipper and crew meet the minimum age requirements if the age(s) is reached during the calendar year of the Championship. *(Incorporated into Rules April 2003)*

7. For purposes of qualifying for the World Championship: Qualification is based on residency rather than citizenship when there is conflict between the two. *(Incorporated into Rules April 2003)*

WORLD YOUTH CHAMPIONSHIP

ARTICLE I - TIME AND PLACE

1. The World Youth Championship shall be held in a different geographical Area each time until each Area has either held the Championship or has declined to do so. Thereafter, the Championship shall be held in an Area, which has not held it for the greatest length of time.

2. The World Youth Championship shall be held within the calendar year of even numbered years.

ARTICLE II – ENTRIES

1.

(a) Every country with organized yachting activity shall be entitled to two (2) entries for the World Youth Championship. The Host Country shall be entitled to two (2) additional entries. The Executive Committee may allocate additional entries on an equal basis to all Countries to provide twenty entries.

(b) Skippers and crews in the World Youth Championship need not be I.L.C.A. members; but, if they are not I.L.C.A. members, they must be certified eligible by a member National Authority of the International Sailing Federation. (c) Skippers and crew must be no older than 19; to clarify Skippers and crew may not turn twenty (20) years old during the year of the Championship.

ARTICLE III - RACING CONDITIONS

1.

(a) Equally competitive certified Lightnings and equipment shall be provided by the Host Fleets. Contestants shall provide their own sails and life preservers.

(b) A system of draw shall be established to provide a boat rotation, which is fair to all.

(c) Contestants shall not make any changes to tune or rigging of any boat other than the normal easily adjusted running gear. Equipment other than the normal extra clothing, life preservers, water jug, and small tools for emergency repairs may not be carried aboard.

(d) Once the regatta has begun, contestants may not receive outside assistance except as authorized by the Race Committee.

(e) Practice in Lightnings selected for use in the Championship shall not be afforded any contestant unless provided to all contestants.

ARTICLE IV – QUALIFICATION

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

2. For purposes of qualifying for the Youth World Championship: Qualification is based on residency rather than citizenship when there is conflict between the two.

(Incorporated into Rules April 2003)