

# Rules of Conduct for Conducting National and International Championship Regattas

*All major championship regattas, including but not limited to World, Hemisphere, European, North American, South American and National Championships shall be conducted in accordance with the following rules.*

## **Regatta Award**

1. In considering a location for the hosting of these events, no venue award shall be made to any Organizing Authority unable or unwilling to comply fully with these rules. The understanding, willingness and ability of the Organizing Authority to comply fully with these rules are presumed in good faith when the event is bid.

## **Authorities**

2. These rules are written for the purpose of conducting a championship regatta to select a champion skipper and crew. All other considerations, such as the convenience of the Race Committee, spectators, and other non-participants shall be considered only if no sacrifice is made in conducting the best racing.

2.1 The intent of these rules shall be considered rather than any semantic or technical misconstruction that may be derived from the wording.

2.2 The official language for all International Championships shall be English.

2.3 An official SCIRA Representative shall be assigned by SCIRA for each regatta to assure the regatta is conducted in full accordance with the applicable Deed of Gift, these Rules of Conduct, and the SCIRA Sailing Instructions, all of which rank as rules. While normally an advisor, the SCIRA Representative shall have full power to file a strong protest against the Race Committee Chairman or other official and withhold the SCIRA trophy if he/she is convinced that the conduct of the regatta is not in compliance with these rules. He/she shall assist all committees in an advisory capacity and shall be consulted in any dispute concerning SCIRA rules. He/she should, generally, not be a formal member of any committee. He/she shall be available for all measurement, registration times and the competitor's meeting, and shall be present on the main Race Committee boat during all races. The designation of the SCIRA Representative is as follows, unless the Commodore and Chairman of the Rules Committee authorize a change:

(See note below)

**World Championship** - Commodore

**European Championship** - General Secretary for Europe

**Western Hemisphere & Orient Championship** - General Secretary for Western Hemisphere & Orient

**North American Championship** - National Secretary of the host country or his/her designee which shall be posted

**South American Championship** - National Secretary of the host country or his/her designee which shall be posted

**National Championship** - Host National Secretary or his designee whose name shall be posted.

**Note: If the SCIRA Representative designated by this rule is not completely familiar with current race management rules and practice, he/she shall designate a "representative of the SCIRA Representative" who is completely familiar with race management to advise the race committee during the event.**

2.4 Where the Deed of Gift covering the Trophy that is being competed for has been published in the SCIRA Rulebook or SCIRA Web site, any modifications to its Rules are subject to approval by the Board of Governors of SCIRA and must be published by Circular Letter in the Snipe Bulletin and/or on the official SCIRA Web site in order to apply.

2.5 The current Racing Rules of Sailing as published by WS with prescriptions of the hosting National Authority or Federation (if any) shall apply, except where they have been properly modified by: these Rules, the SCIRA Constitution & By-laws, or SCIRA Sailing Instructions as published in the current SCIRA Rulebook or on the SCIRA Web site or changed by published amendments, if any. The Rules of Conduct for Conducting National and International Championship Regattas shall be listed in the Sailing Instructions and they are considered changes made by the Sailing Instructions for the purposes of rule 86. In all cases of conflict these Rules shall prevail, except as prohibited by RRS 86.1(b).

2.6 World Sailing Regulation 10.4 shall be followed to constitute a World Championship. In any other case 3 Countries are necessary to constitute an International Championship Regatta if not otherwise specified in the appropriate DoG.

2.7 Qualified junior champions (skipper and crew) will enter further championships subject they still are juniors in the year of the event. Refer also to pertinent DoG.

2.8 Qualified juniors for further events is intended that skipper and crew are juniors in the year of the event. Refer also to pertinent DoG.

## **Entry, Eligibility and Measurement Restrictions**

3. No skipper or crew shall be eligible to enter any race unless they are in good standing with SCIRA for the current year.

3.1 No boat shall be eligible to enter any Class championship race unless she has a Measurement Data Sheet (MDS) on file at the SCIRA office. Only Snipe boats with a completed MDS on file with the SCIRA office shall be entitled to place the SCIRA Class decal for that year on the hull. The SCIRA decal shall be on all boats intending to compete in

any race. Additionally, no boat shall be eligible to enter a World, European, Western Hemisphere and Orient Championship without a Moment of Inertia measurement certificate on file at the SCIRA office.

3.2 The same boat and measured equipment must be used throughout the entire regatta unless it is so severely damaged as to be incapable of being sailed. All claims of damage requiring replacement shall be petitioned to the Race Committee in writing and all replacements shall be approved by the event's Chief Measurer (if present).

3.3 No more than two suits of sails per boat may be measured for any competitor. The Race Committee may authorize a measured replacement if a sail is found to be irreparably damaged.

3.4 Any International Championships shall be required to check sails stamps, decals, paddle, tow line and personal flotation devices at minimum.

Other championships in addition to the lower level are required to measure boats according to the specifications below:

*Level 1* - North Americans, South Americans and National Championships: corrector weights, daggerboard safety line and retaining system, mast step.

*Level 2* - WH&O and Open European Championships: weight, sails, daggerboard, jib tack.

*Level 3* - World Championships: rudder, mast, boom, pole.

At discretion of the Measurement Committee of the event, one or more of the measurements of the higher level of competition may be requested, providing it is indicated on the Notice of Race.

3.5 At Championships the measurement committee approves the conformity of boats. Thereafter the boat cannot be modified in a manner in which would require re-measurement.

3.6 Advertising in all SCIRA events shall comply with the World Sailing Regulation 20.

3.7 A country must be current for all monies owed to SCIRA or its competitors shall not compete in Continental, Hemisphere, or World Championships.

### **Race Schedule**

4. Unless specified in the event Deed of Gift, three races shall constitute a regatta.

4.1 No more than three (3) races shall be sailed per day.

### **Race Courses and Requirements (see Course Selection Diagram)**

5. Any course used for a World, European, ~~or~~ Western Hemisphere & Orient Championship ~~or Regional Games~~ shall be one of those shown in the Course Selection Diagram in the SCIRA Official Rulebook or SCIRA Web site (for National Championships, use of SCIRA course Selection Diagram is strongly encouraged, though an additional variant course to accommodate local conditions may also be used subject to the approval of the National Secretary of the country. The first leg of the variant course shall be made to make the first leg a minimum of ½ nautical mile.)

Courses O2, T2 and W2 may be used in any race of a day, but not in the last race scheduled.

5.1 Courses shall be determined to last approximately 60-75 minutes. Failure to meet the target time will not be grounds for redress. (This changes rule 62.1(a)).

5.2 Course marks shall be left to port.

5.3 The number of legs in a race may be reduced (using the shorten course procedure, RRS code flag S) but at least 2 (two) windward legs of the race shall be completed (this changed RRS 32.2)

5.4 After completion of the first windward leg of the race the remaining legs may be increased or decreased (RRS 33+-) by not more than 30% of the original length (this changes RRS 33).

5.5 A sustained wind variation of 20 degrees or more from the posted bearing during the first leg of a race shall result in that race to be abandoned and re-sailed, or abandoned. (This changes RRS 32.1)

5.6 A sustained variation of 40 degrees or more off the posted bearing during the first lap shall result in that race being abandoned and re-sailed or abandoned. For the purpose of this rule a lap means the rounding of mark 3 for the first time. (This changes RRS 32.1)

### **Marks**

6. Courses shall be established using only temporary inflatable marks.

6.1 The Race Committee is requested to record the order of competitors' passing at each primary course mark.

### **Starting Lines**

7. Fixed starting lines shall not be used.

7.1 A Race Committee boat should not be larger than 15 meters (50 feet) overall so that its size should not be a consideration in a competitor's starting strategy.

7.2 The Race Committee may post official boats at each end of the starting line.

### **Starting Systems and Procedures**

8. Races shall be started in accordance with RRS 26.

8.1 Any boat not starting within 5 minutes after her starting signal shall be scored did not start. (This changes RRS A4).

8.2 The course signal (code O,T,W or O2, T2, W2) shall be hoisted at least one minute prior the warning signal.

8.3 Z flag rule is modified so that Race Committee may display at the first mark, or on the Race Committee boat in case of a general recall, the sail number(s) or bow number(s) of those boats that have infringed the rule.

8.4 RRS 30.4 (Black Flag Rule) shall not be used in any race.

### **Weather Limitations (Course and Starting)**

9. A race shall not be started unless the Race Committee and SCIRA Representative are confident that a fair race can be completed.

9.1 The wind speed ranges shall be no less than 5 knots and not to exceed 23 knots or in accordance with the applicable Deed of Gift.

9.2 If during a race the wind and/or wave action changes to the point where the selected course would be inadvisable (See Course Selection Diagram), the Race Committee shall change the course at any mark. A change of the type of course during the race shall be signalled displaying the new appropriate flag and accompanied by repetitive sounds before the leading boat has passed or rounded the mark.

9.3 Wind reading instruments shall be between 2 and 3 meters above the surface of the water. The duration of reading shall be 3 consecutive minutes prior the race warning. The wind reading shall be taken from an unobstructed area on the boat, it is recommended that there be a minimum 4 meters of free space surrounding the wind instruments. If during the race the wind speed goes under the minimum (5 knots) the RC may wait for the time limit to expire or abandon the race as per RRS 32.1 (b). If the wind goes over the maximum (23 knots) wind speed allowed for more than 3 consecutive minutes the race shall be abandoned. (This changes RRS 32.1) If frequent heavy gusts go over the limit even for less than 3 consecutive minutes, the Race Committee and the SCIRA Representative, for ensuring a fair and safe race, may decide to not start or abandon the race.

- For Masters events the maximum wind speed allowed shall be 15 knots
- For Women's events the maximum wind speed allowed shall be 18 knots

### **Race course recommendations:**

0 – 5 knots	Do not start
6 – 18 knots	Windward/Leeward (W – W2)
15 – 18 knots	Triangle-windward-leeward (O – O2)
16 - 23 knots	Two Triangles (T – T2)
24 and above knots	Do not start

### **Finish Line**

10. The length of the finish line shall be not less than 30 meters or more than 45 meters.

### **Equipment Check**

11. Any five boats should be checked for required equipment and rule compliance immediately after their finish in each race. While top competitors should be the focus, it is not necessary to inspect any competitor more than once per race day, unless that competitor has returned to shore or has been in contact with a support boat.

### **Time Limit**

12. The time limit for the first boat to complete the first lap shall be 40 minutes from the start.

12.1 The time limit for the first boat to finish the race shall be 1 hour, 30 minutes.

12.2 Any boat failing to finish within 30 minutes after the first boat sails the course and finishes or failing to finish within 2 hours from the start, whichever is shorter, shall be scored DNF. (This changes RRS 35, A4 and A5)

### **Protests**

13. An international Jury per RRS Appendix N shall be appointed in all World, Hemisphere, North American, South American and European Championships if requested by the SCIRA or the MNA of the host country. Familiarity and experience with SNIFE sailing is a critical criterion for the selection of jury members. The SCIRA Representative shall be satisfied that there is compliance with this requirement in advance of the event.

13.1 The provisions of rule N2.2 are reserved to the SCIRA Representative.

13.2 Providing that an International Jury has not been appointed under Appendix N, appeals shall be addressed according to RRS 70. Any request of clarification related to SCIRA Rules may be addressed by the appropriate appeals committee of the hosting MNA to the SCIRA Chairman of Rules Committee.

### **Breakdowns**

14. In events requiring the use of borrowed or chartered boats provided by or authorized by the organizing authority, a breakdown determined to be no fault of the competitors sailing that boat shall be grounds for redress.

### **Scoring**

15. World Sailing Scoring systems shall be used.

15.1 In events requiring the use of borrowed boats or any event where RDG points maybe awarded by the jury, SCIRA prefers that any breakdown points or RDG Points equal the average earned to the nearest tenth of a point (round .05 and greater upward) of the competitor's points in the series except the drop race (if any) and the race in question.

**Support Craft**

16. All Race Committees are required to be diligent in their strict supervision of all support boat activity. Under no circumstances should the use of support boats influence the outcome of a race.

16.1 Team leaders, coaches, and other support personnel shall not go afloat in the racing area during the racing except on Race Committee designated spectator boats. Failure to comply with this requirement may result in the penalization of any boat(s) associated with the boat infringing with this rule.

**Team Racing**

17. Under no circumstances shall the use of team racing tactics be tolerated in fleet racing. If the Race Committee or Protest Committee determines that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and re-sailed, excluding the participation of the offending boat(s). The details of the incident shall be reported to the SCIRA office.

**Rules Compliance**

18. Non-compliance with rules 4.1, 5.3, 5.4, 5.5, 5.6, 7.1, 8.4, 9.1, 9.3, 12, 12.1 may be grounds for a request for redress by a boat. In addition, the SCIRA Representative may demand that the race is abandoned. Those rules are compulsory for the Race Committee. When the protest committee decides that the race committee or organizing authority did not comply with the rules listed above, the race where the non-compliance occurred shall be abandoned (This changes RRS64.2).