

# **Rules of Conduct**

## **For**

### **Conducting National and International Championship Regattas**

*All major championship regattas, including but not limited to World, Hemisphere, European, North American and 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 con-

duct 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, 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 the ISAF 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 changed

by published amendments, if any. In all cases of conflict the SCIRA rules shall govern, except as prohibited by RRS 86.1(c).

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

3. 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.

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

- 3.1 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 SCIRA Representative in writing and all replacements shall be made to pass measurement. **Coordinate with what measurement has done**
- 3.2 No more than two suits of sails per boat may be measured for any competitor. The SCIRA Representative may authorize a measured replacement if a sail is found to be irreparably damaged.
- 3.3 Continental, Hemisphere and National Championship events shall be required to weigh the boat, measure and stamp sails. At the discretion of the measurement committee for the event, a check of the mast and boom stripes, the centerboard and rudder, poles paddles and tow lines, and life preservers may be made for any boat competing. For World Championships all of the above measurements checks shall be made on all boats competing. Other championships shall, at a minimum, weigh the boat, measure and stamp sails, and check for paddles, tow lines and life preservers for each boat competing.
- 3.4 Advertising in all SCIRA events shall comply with the SCIRA Advertising Prescription.
- 3.5 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.

## **Race Courses and Requirements**

### **(see Course Selection Diagram**

5. Any course used for a World, European or Western Hemisphere & Orient Championship shall be one of those shown in the Course Selection Diagram in the SCIRA Official Rulebook (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.)
- 5.1 Course length shall be determined by the wind and water conditions from 5 to 7 nautical miles.
- 5.2 Course marks shall be left to port.
- 5.3 Courses shall not be shortened in number of legs but the length of legs may be modified per RRS 33. Shortening or lengthening shall not be by more than 30% of original leg length
- 5.4 A sustained wind variation of 20 degrees or more from the posted bearing during the first leg of a race shall cause that race to be abandoned and re-sailed, or abandoned.
- 5.5 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. .

## **Marks**

6. Courses shall be established using only temporary inflatable marks. Fixed or government marks shall not be used.
- 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 use of RRS 30.1 (I Flag Rule) is generally discouraged and will not be used in any race unless and until a general recall has been

signaled for that race.

- 7.3 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. Divisions shall start at (insert time) minute intervals in the order of (insert order).  
[\*Delete divisions if not a multi-fleet regatta\*]
- 8.1 If a Postponement or a general recall is signaled the next Warning signal shall be made 1 minute after the lowering of the postponement or general recall signal unless a type-of-course selection change occurred. This changes RRS Race Signals.

Any boat not starting within 9 minutes after her starting signal shall not be considered a starter. In any event where more than one division is to be started, the interval between starts shall not be less than 10 minutes. [\*Vary time limit for starting to coincide with the starting system (timing being used).\*

- 8.2 The course signal (code O,T,W) shall be hoisted at least one minute prior the warning signal

## **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 Races should not be started in winds of less than 4 knots or more than 25 knots.
- 9.2 If during a race the wind and or wave action increases to the point where a windward-leeward course or leg of a course would be inadvisable (See Course Selection Diagram), the Race Committee shall display Flag "T" at the windward mark (per Sailing Instruction 12.4) indicating two triangular laps when displayed at the end of the first windward leg or one triangular lap if displayed at the end of the second windward leg.

## **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 finish shall be 2 hours from the start and the time for completion of the first lap shall be 1 hour.
- 12.1 Any boat not finishing within either the time limit or within 20 minutes of the first boat, whichever is later, shall be scored DNF.

## **Protests**

13. An international jury per RRS Appendix M should be used in all major International Championships (World, Hemisphere, North American, South American, and European Championship). Familiarity and experience with SNIPE 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 M2.2 are reserved to SCIRA officials.
- 13.2 Decisions of the Race Committee, Protest Committee, and SCIRA officials shall be final as far as award of all trophies. Appeals related to SCIRA Rules may be made to the SCIRA Chairman of Rules Committee. The SCIRA Rules Committee may decline to hear the appeal and forward it on to the appropriate appeals committee of the hosting National authority or Federation.

## **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. The SCIRA Low Point or the Olympic or ISAF Scoring system may be used. The SCIRA Representative shall approve the scoring system to be used.
- 15.1 In events requiring the use of borrowed boats or any event where RDG points may be awarded by the jury, SCIRA prefers that any break-

down 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.

## **Rule Compliance**

18. Non-compliance with these rules shall be acceptable grounds for a request for redress by a competitor, and shall be acceptable grounds for a protest or request for redress or SCIRA trophy withhold by the SCIRA Representative or the official measurer at that event. (This changes RRS 62)