

SCIRA  
Board of Governors Meeting  
Rungsted, Denmark  
Royal Danish Yacht Club  
August 7, 2011

In Attendance: Luis Pessanha, Commodore; Don Bedford, Vice Commodore; Giorgio Brezich, Rules Committee Chairman; Zbignew Rakocy, European General Secretary; Gweneth Crook WH&O General Secretary; Steve Stewart, Chief Measurer

Luis Pessanha called the meeting to order at 9:00am. A proper quorum was noted.

1. A motion was made by Luis Pessanha to end the meeting at 10:20am, as he is the SCIRA representative for the Junior Worlds, and the meeting will reconvene at 5:30pm. Motion carried.
2. A motion was made by Luis Pessanha to ratify all past motions, and acts of the officers and directors taken on behalf of the Corporation in good faith within the scope of their authority while the Corporation may have been suspended by the Ohio Secretary of State are hereby ratified and approved. The motion was seconded by Don Bedford and approved unanimously
3. A motion was made by Luis Pessanha to accept the minutes from the 2009 Board of Governors Meeting, seconded by Don Bedford. Motion carried.
4. National Secretaries Meeting
  - A template with questions was sent a head of time to the National Secretaries. A complete report is available from the SCIRA office.
  - A discussion about future meetings to have an open forum for the NS's to share ideas, etc. Also discussion about other forums for sailors to express ideas, possible to use e-mail to generate ideas
  - Giorgio Brezich reviewed proposals the class has received
5. Officers Reports
  - A. Commodore

I'd like to thank everyone who has worked with the class these 2 years. It has been an extremely rewarding experience and I feel privileged to have had the opportunity to serve the class. I have learned a great deal in this position and it has provided opportunities for travel and allowed me to meet Snipe sailors worldwide. I have enjoyed tremendously and I thank each and every one for your support. Like in the past, last year the communication with US was difficult, but now it's solved. Despite the current world crisis, the activity and dynamics of the class is quite good. Promotion and juniors is key for the future of the Class, so projects like the one which Vince Casalaina has created should be supported by the Class. I made a Strategic Reflection about the Class with a Swot analysis and Strategic objectives that in my opinion will be the challenges of the Class for the next years.
  - B. European General Secretary

See attached
  - C. Western Hemisphere & Orient General Secretary

- 1) Canada has started to lobby to keep the Snipes in the Pan-American Games when Toronto is the host city. Guelph Snipe Fleet and National Secretary have held a strategy meeting.
- 2) America has started the traveling road show and it looks like a great idea, will have to see how it goes this summer. Have not had a lot of communications with the U.S. am planning on attending the North Americans this September.
- 3) South America has put forward the idea of a Central American Snipe Championship. Vice-Secretary Alex Juk is working hard to promote the class.
- 4) South America is also looking at getting Snipe participation in the Bolivarian Games (held in countries liberated from Spain by Simon Bolivar) which are held sporadically. Next games to be 2013 in Panama.
- 5) Expansion into China would be great if we could find a champion with connections in the country.
- 6) Have not had much communication with Japan, other than after the earthquake. Will try to have discussions with those individuals attending the Worlds

Executive Director

Executive Director is ill, the Board sends their best wishes for a speedy recovery.

Snipe Bulletin

Translation request for Spanish, Japanese and English

ED to look into the costs involved, Giorgio Brezich confirmed that the official language for the class is still English.

Don Bedford discussed web format for translation and says has had discussion with the ED regarding this. He has been investigating options.

Class not ready to make the transition to web based Bulletin only, could look at charging more for a paper copy in the future. The transition to web based will take time. It will take a lot of work to get to web based only. If there are more language options then there may be more sponsorship potential.

Zbignew Rakocy to look for sponsorship for the class, he will try the beverage industry which he already works in. States he will need a good presentation for the class.

Don Bedford asks why the class needs sponsorship. Reasons given are: more services, more consistent measuring, cheaper costs for regattas and better communications. Important for the membership to understand why we would have a sponsor.

Meeting adjourned.

Meeting reconvened at 5:30 pm. Chief Measurer Steve Stewart has joined the meeting.

6. a) Finance (see attached from agenda)  
c) Technical: no issues at present

7. Old Business

- a) **Tabled motions from 2009** - Motion to change the **Rules of Conduct** to adopt the **Black flag** rule 30.3, or consider a boat OCS when identified started prematurely two consecutive times, under Z flag. .

Discussion: SCIRA is the only class that doesn't use black flag, does 2 times the zulu penalty make it like black flag? Red Flag in order classes to let them know they are over the line

**Rules committee to investigate and report back to the Board with a proposal.**

- b) Regatta schedule and bids (see attached on agenda)

8. New Business

- a) New Proposals

### **Proposal #7**

*Submitted by SCIRA Spain*

The measurements team in World Championships should be formed by the Scira Measures Chief or a member of the Technical Committee, helped by measurers from invited countries for that function. Previously at the beginning of measurements it will be carried out a clinic to prepare the measurement and to clarify the doubts of each one.

The measurement committee's for the Hemisphere Championships will be formed for a measurer designated by SCIRA, assisted by measurers from different countries in the corresponding hemisphere.

**Reasons:** It is necessary to work more and more, in order to obtain that, in the measurements of our International Championships the same criterion are considered. This will be achieved only if, on this measurements, take the responsibility the Scira Measures Chief or a member of the Technical Committee exclusively, for what enough members should have named in the different hemispheres.

This way, when each one of measurer assistants returns to their respective countries, they will apply there the same criterion and procedures that were used in the international event.

It would be desirable that the organizing country facilitated lodging to the invited measurers, the days of measurements, or that the SCIRA helped, although it was with a symbolic quantity, to cover the expenses of these measurers.

Anyway, although they not facilitated lodging neither helps, some measurers surely will be willing to go to these measurements and SCIRA will form this way measurers in the entire world that will help better to maintain the Class strong and active.

**Discussion:** Spain's proposal to have a travelling measurement team is not practical due to finances.

**Motion defeated**

### **Proposal #8**

*Submitted by SCIRA Spain*

To add to the current MDS sheet:

Hull and Deck colour to be able to identify the ship better

- Dimension of Partner supplement if needed to comply the 1492 mm
- Ballast weigh added to the rudder if needed
- Mast manufacturer
- Boom manufacturer
- Centerboard manufacturer
- Distance from upper part of coloured band to lower end on Centerboard

Some years ago, the old MDS sheets, in which even figured the complete measurement rules, were modified and now they are much simpler and more practical, nevertheless they can and should be improved including some points at follow:

Hull colour identifies the boat better and makes more difficult to change its number.

It is necessary to know the supplement that a boat needs in its Partner to complete the rules.

It is very convenient to know the Mast, Boom and Centerboard manufacturer

To know the distance from upper part of coloured band to lower end of Centerboard facilitates repaint of this.

**Discussion:** Cost issues involved with change to the database. MDS would have to be in SCIRA files, maintenance very difficult. Make a lot of extra work.

**Motion defeated.**

### **Proposal #10**

*Submitted by SCIRA Spain*

The towline will be floating and it will be fixed in the boat so that it doesn't get lost when overturned

**Reasons:** Recently the normative of the tow line has been modified, passing from 10 to 15 meters of length and of 6 to 8 millimetres in diameter and also prohibiting to take them inside tight compartments. I find these new norms very good, but in my opinion they need to be enlarged with another:

**Discussion:** Concern that tow rope could become tangled in the prop of rescuing boats. Polypropylene rope is sun sensitive. Boat builders have expressed concern regarding liability issues if the towline is permanently fixed to the boat. Liability for SCIRA. You do have alternatives if towline is lost, such as jib or main sheets. How do you enforce the rule adds to the measurement time.

**Motion defeated.**

### **Proposal #11**

*Submitted by SCIRA Spain*

It is not allowed to add ballast to a rudder.

**Reasons:** Our rudders, when navigating with hard wind, continue breaking too frequently (even those of last generations) and this create serious problems of security and great economic lost for our associates.

At the moment rudders so slight are building that it is necessary to add on them ballasts so that they reach their minimum weight, being able to add up to 450 grams.

If we believe that a rudder of 2,270 kg is sufficiently strong, let us reduce the minimum weight of rudder or otherwise, we should not admit them.

**Board asked the Rules Committee to further study and ask countries for input to fix amount of corrector ballast.**

### **Proposal #12**

*Submitted by SCIRA Spain*

To substitute the paragraph: ~~shall be fastened to the boat and to the centreboard by a shackle or snap of suitable dimension~~ shall be fixed to the boat in a permanent way and in the other end it will have also fixed in a permanent way a shackle or snap, to hook it in a hole that will have the centreboard for fixation.

Reasons: Although this rule has been modified recently, it continues creating difficulties to competitors and measurers, since it was not sufficiently clarified.

The 50 mm that has been given from excess to the longitude of line to allow to manoeuvre with easiness the centreboard is more than enough, but nevertheless, the competitors put it longer with the only object of rise up the centreboard more than allowed and obtain advantage

We have several points that if not sufficient clarified will continue creating problems, as the following:

The rule says about safety line...

.... shall be fastened to the boat and to the centreboard by a shackle or snap of suitable dimension.

This undoubtedly the line has to have a shackle or snap to fix it in the centerboard but:

- Some put a line with which give a turn to the handle of centerboard and later they hook the line
- Others put a line piece tied to the centerboard and the shackle or snap hooked to this
- Others put a shackle or snap that connect directly to the centerboard.
- Others have a centerboard with several holes where fix the shackle or snap.
- Almost none have a line with shackle or snap in both ends (it is not clear)

It is evident that all these possibilities create conflict to verify the longitude of safety line and to solve them we should eliminate possibilities.

We should not accept the turn of line on the handle of centerboard, because this create conflict with the competitor when verifying their longitude and to accept this it would be necessary to prohibit that these centerboard had holes where to fix the shackle or snap.

We should not accept lines ties to the centerboard, to hook on them the shackle or snap, since the shackle or snap (that is really less sure as a good knot) it was imposed to avoid that the inexperienced ones made knots that came unfastened.

We should not accept more than a hole in the centerboard to fix the shackle or snap

**Discussion:** Difficult to measure and enforce. The safety lines purpose is not to stop competitors from raising the board too high that is what the black line on the board is for.

**Motion defeated.**

**Proposal #1a**

*Submitted by Steve Stewart*

**Motion:** Change Hub E. Isaacs World Championship Deed of Gift: Increase World entries by allocating unused entries using the following method:

3. The following formula shall be used. Registered Boats means number of properly registered boat owners submitted to the SCIRA office by each National Secretary on the dues paid members for that year.

Information must include: name, address, fleet number and hull number to which the member has paid dues upon.

Average Number of Registered Boats for the past 2 years Entries

5-60	2—	3
61-110	3—	5
111-180	4—	6
181-250	5—	7
251-300	6—	8
301 and up	8—	10

World Champion

European Champion

Western Hemisphere & Orient Champion

First and second place in the Junior World Championship will qualify for the senior worlds in a succeeding year.

One additional skipper from the host country, providing that it does not have among its other representatives

the Junior or Senior World, European or Western Hemisphere & Orient Champion

5. One additional skipper from the host fleet.

**In the event that the total entrants do not meet a total of 80 boats:**

**OPTION 1**

If 3 months prior to the official start of the Championship, countries in good standing with SCIRA have not registered their maximum number eligible entries, and the number of registered entrants has not reached 80 teams, those unassigned entry slots will be re-allocated to a pool of qualified entrants, as provided below. The unassigned entry slots are defined as the difference of eligible entrants at the close of registration from the maximum number of 80 teams.

The initial registration period starts six months prior to the start of the Championship or upon posting of the NOR. This registration period ends a minimum of three months prior to the official start of the Championship.

SCIRA and the organizing authority shall post to the Official Regatta Website, or via equivalent means, the number of additional entries available to the regatta and the assigned pro-ration of these additional entry slots to those countries which have registered entries and fulfilled its allotment during the initial registration period. The allocation will be communicated within one week of the conclusion of the initial registration period. Those countries which are eligible for additional entries will then have from the time of the posting until six weeks prior to the Official start of the Championship to register additional entries. Reallocated entrants will not count against, nor limit, the initial per country limit.

The number of slots available for reallocation will be the difference between the fleet limit of 80 and the number of entrants registered during the initial registration period. A country, which fills its country allotment of entrants, may submit additional reallocated entrants based on its percentage of the fleet of "qualified entrants" of the total of entrants from the countries which filled their initial allotments.

The number of reallocated entries for each country will be rounded to the nearest whole number (e.g., 4.2 = 4 entries; 4.7 = 5 entries). However, no country eligible to receive reallocated entry shall have a fraction rounded down to less than one additional entry.

The total number of entries available, for reallocation, upon conclusion of the initial registration period equals 80 less the number of registrants.

Each country will receive additional entries based upon its percentage of registered entrants of the fleet from countries which filled their initial allotments.

Those countries which are eligible for additional entries will then have from the time of the posting until six weeks prior to the Official start of the Championship to register additional entries.

Any unfilled reallocated entry slot not registered six weeks prior to the regatta shall lose that slot which will then be made available on a 'first come' basis only to those countries which were unable to fill their original allotments

## OPTION 2

If 3 months prior to the official start of the Championship, countries in good standing with SCIRA have not registered Their maximum number eligible entries, and the number of registered entrants has not reached 80 teams, those unassigned entry slots that will make up the difference of 80 shall be made available to the Host Nation or District whichever is the smaller subset of SCIRA.

B. If the host district (if applicable) is unable to fill all of the available slots the host nation may fill the remaining available slots up to the maximum of 80 entrants in total.

C. The entry period for host district / country teams shall be thirty (30) days from the close of regular registration ( three (3) months) prior to the start of racing.

D. Any remaining entry slots up to 80 teams will then be available to any eligible team in good standing with SCIRA on a first come first serve basis. The entry deadline for section these D teams shall be 30 days prior to the start of racing.

## DISCUSSION

The propose of this amendment is gain a larger fleet base for the world championship and to assist in achieving two other important goal.

1. By increasing the entries the Organizers (OA) have a larger entry fee base. In order to host a worlds the OA need at least a 70 team to set a workable budget and hold a quality event. With the cost of logistics for the Jury and SCIRA delegation approaching 12 to 15 thousand dollars and trophies and prize giving ceremonies costing over \$8000 add in fuel cost the cost is a minimum 30K USD. It has become nessacary for the OA to do an extraordinary amount of fund raising to produce a quality event. The fact that the class would like to keep the entry fee at around \$500 USD is a sound position, however entry fees alone at a 50 to 60 boat event would not even cover a bare bone event at today's prices without a huge amount of labor intensive fund raising and or outright sponsorship by the host club and individuals. It is still essential that the OA actively raise enough cash or in kind support to match entry fees dollar for dollar.

2. The secondary benefit of the larger event is they are much more attractive to potential sponsors. This ranges from the local civic entities, hoteliers, marine industry suppliers to major corporate sponsors.

3. Maybe the most important consideration is the competitor themselves; they want a high quality event that is an affordable and memorable event.

**Discussion:** Good to use all the slots, the question is how.

**Motion by Don Bedford and seconded by Gweneth Crook to increase the allocation of spots as mentioned in 1)a) 3. Motion carried.**

**Rules Committee to review and look at how to fairly distribute the left over slots and report back to the Board.**

## **Proposal #1**

*Submitted by: Dante Bianchi - Brazil*

**Motion:** Change Hub E. Isaacs World Championship Deed of Gift: Increase World entries by allocating unused entries.

Reasons: To increase participation in the World Championship

Areas in Constitution or By-Laws impacted by proposal: This is a Deed of Gift change:

the order to use the empty entries could be:

The sequence of the last world.

Giving free entries to countries with more boats (JAN, USA, ESP, ITA, BRA, NOR, ARG) and host and neighboring countries

This change probably will help the host country to have more boats, and will give more competition to world (using all the entries)

**Discussion: Proposal #1 is withdrawn in favour of modified proposal 1a.**

**Proposal #5**

*Submitted by Commodore Pessanha*

**Motion:** Change Vieri di Lasino Jr World Championship Deed of Gift:

Open to:

Change bullet 3 from:

3. 2 skippers from any country in good standing with SCIRA are eligible, plus the current champion, if he is otherwise eligible.

To:

The following formula shall be used. Registered Boats means number of properly registered boat owners submitted to the SCIRA office by each National Secretary on the dues paid members for that year.

Information must include: name, address, fleet number and hull number to which the member has paid dues upon.

Average Number of Registered Junior Members for the past 2 years	Entries
5-8	2
9-15	3
16-25	4
26-35	5
36-50	6
51 and up	7

Plus:

- Current Junior World Champion, if he is otherwise eligible.
  - Junior European Champion, if he is otherwise eligible.
  - First Junior from the Western Hemisphere & Orient Championship, if he is otherwise eligible.
  - Current Junior National Champion from each country in good standing with SCIRA.
  - One additional Junior Female from each country in good standing with SCIRA.
  - One additional skipper from the host country, providing that it does not have among its other representatives the Junior World, Junior European or Junior Western Hemisphere & Orient Champion
- One additional skipper from the host fleet.

Replace bullet 4 from:

One additional skipper from the host country

To: 4. Must have 3 countries to conduct a Championship.

Reasons:

The Junior World Championship has an average of 22 starters since 1988 (the worst was in 2005 with 13 entrants). This is a low number for a World Championship and, as a result, the organization of this event is not attractive for clubs. Adding more entries for each country in the way proposed will promote the Junior's activity and award those countries that drive them effort in growing their Junior Fleet.

The proposal is consistent with other major Snipe Championships  
Juniors are key and strategic for the future of the Class

Regatta Conditions  
Current Position

5. Competitors may use their own boats. The Fleet organizing the event shall provide to juniors not bringing their own boats of good quality and competitiveness that shall be chartered for an amount not exceeding US\$~~250.00~~ 500.00, insurance inclusive. The boats provided shall be of hull #~~28000~~ 29000 or higher. A committee composed of the Commodore, National Secretary of the host country, a qualified SCIRA representative from the opposing hemisphere, and others to be designated by the Commodore shall be assigned to review and approve the boats. At least two extra boats will be provided at the regatta site to allow for beyond prompt repair of a breakdown and replacement

Reasons:

These prices are not compatible with the current price of the boats

We should promote the utilization of more modern boats

**Motion by Don Bedford seconded by Giorgio Brezich to change the deed of gift for the Junior Worlds to a maximum 10 boats per country. The host club shall feed and house 1 team only from each country. Competitors may use their own boats. The Fleet organizing the event shall provide to juniors not bringing their own boats of good quality and competitiveness that shall be chartered for an amount not exceeding US \$500.00, insurance inclusive. The boats provided shall be of hull #29000 or higher. All agreed, motion passed.**

### **Proposal #6**

*Submitted by Steve Stewart*

**Motion** to amend Section 25: Election of Officers

The Board of Governors shall have the sole power to nominate and elect the Officers of the Association for the ensuing term, such election to take place as soon as feasible after the general meeting held at the World Championship races. By August first of each year, the Commodore shall appoint a Nominating Committee for the nomination of members for office. **The nominating committee shall include one representative each from Europe, North America and South America which will be supplemented by the inclusion of the Orient. The Nominating Committee shall be comprised of Three (3) past SCIRA officers whom have served on the Board of Governors in the past 10 years. There shall not more than one (1) committee member from any one Country.**

**Discussion:** It has been difficult to find people for nominating committee

**The following are recommendations for the Commodore when trying to find members of the nominating committee.**

### **Proposal #13**

*Submitted by Rules Committee & Jan Persson*

To consider altering the length of the battens in the mainsail

**The Board passed to increase the top mainsail batten to a full batten and increase the bottom battens. The Rules Committee will discuss with sailmakers to determine the best lengths before finalizing the draft of the new rule before the summer of 2012.**

### **Proposal #14**

*Submitted by Rules Committee & Jan Persson*

To consider a loose-footed mainsail.

**Discussion:** Concern about pole launcher getting tangled. Is this an aesthetics change only?

**Proposal failed.**

**Proposal:**

*Submitted by Giorgio Brezich*

- Motion by Giorgio Brezich to increase the minimum weight of the jib cloth from 130 grams/sq meter to 160 grams/sq meter and to also have the measurer write the sail number on the jib after measurement for championship regattas.

**Motion passed unanimously.**

**Giorgio Brezich made recommendations to Board to solve the issues with ISAF:**

- Clarify SCIRA never adopted an in house certification policy
- Clarify why SCIRA is no longer able to make clarification on their own rules

**Don Bedford recommends the rule committee investigate maximum boom length and mast length and bottom band, Luis Pessanha seconded, all in favour.**

**MOI**

- Discussion regarding trying to simplify testing of MOI. No changes.

New Business

- a. Vince Casalaina video
- Don Bedford reported to the Board.
  - All content complete
  - Editing video
  - Next phase editing DVD
  - **Needs more fundraising to edit and finish production**
  - **Need to ask National Secretaries how many copies they would like**
  - **Don to ask Vince what cost will be to purchase DVD**
  - **Don to ask Vince how National Secretaries could use YouTube clips right now on National websites**
  - **Don to look at Snipe.org to see how YouTube clips could be used**

**Discussion:** regarding Snipe.org, maybe website needs to be refreshed. Is Executive Director getting enough content?

**Meeting adjourned at 8:45 pm**