



Splash Class International Association

# Championship Guidelines

for Organizations  
hosting

**World Championships**

**European Championships**

**SPLASH**

**&**

**Eurocup FLASH**

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**FLASH** SCIA is also administrating internationally the Flash Class

Executive Secretary

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## CLASS POLICY STATEMENT

*It is the policy of the SCIA Class that **ALL** our Class Championship Events are run to the same standard, and to the same basic principles. These principles are set down by the World Council and reflect the wishes of the members of the SCIA.*

## INTRODUCTION

The sole purpose of this document is to assist Clubs and/or National Class Organizations to set up and run World and European Championships for the SPLASH and Euro cups for the FLASH.

The intention is to give Host Clubs a clear understanding of what to expect from their event and also to provide them with a number of useful suggestions that; perhaps, they may not have come across before. In addition, by setting out the expectations of the Splash/Flash sailors, it is hoped to avoid any surprises, on either side.

It must be very strongly stressed that the existence of this document is not an attempt by the SCIA to take the running of an event out of the hands of Host Clubs. On the contrary, the SCIA wish to assist the Host Clubs in every way possible. It is hoped that, by providing a clear indication of what the Class would like from an event, the competitors will have a good time and so the Club's good reputation will be enhanced.

The document includes a small number of items, which are considered to be sufficiently important to rank as Championship Rules. Those Rules underpin the basis on which the events are run and ALL Host Clubs are expected to fully embrace them. Clubs should examine them very closely in advance of their Championship and, if they find that they are unable to observe them (for whatever reason), immediate contact must be made with the Executive Secretary so that alternative solutions may be discussed.

The suggestions and recommendations shown are based on the experiences of the Class over a number of years and have proved successful in the past. It is understood, however, that the resources of each Host Club differ and so it is likely that there will be minor departures from the standards outlined. It is expected, however, that any proposed changes will be thoroughly discussed and agreed with the Executive Secretary of the Class before implementation.

As Sailing and racing changes during the years this document will follow this changes and will never be final.

## CHAMPIONSHIP RULES

Over the years a very small number of Clubs have chosen to disregard some of the important "Guidelines" that had been provided for them. As a result of this it is now considered necessary to reinforce the most significant aspects of the event and enshrine them as Championship Rules. Fuller details about each of the items noted below will be found in the appropriate section elsewhere.

- a. The event must be reserved solely for the Splash and Flash Class.
- b. The format of the event will not be altered without consultation.
- c. The Executive Secretary of the SCIA shall be, automatically, deemed to be a member of the Organizing Committee and consulted prior to the taking of any decisions, which affect the principles laid out in this document.
- d. A Draft Notice of Race and Draft Sailing Instructions will be provided by the SCIA and the Host Club will be invited to modify these as necessary, in consultation with the Executive Secretary.
- e. The SCIA, will after agreement of the Host Club publish the Notice of Race at [www.splashworlds.org](http://www.splashworlds.org)
- f. Prior to the appointment of a Race Officer who shall hold, at least, National Certification by his/her National Authority the Host Club shall consult with the SCIA.
- g. There shall be an International Jury of 6 members appointed by SCIA in consultation with the Host Club.
- h. There shall be an Event Measurer appointed by SCIA present during the whole championship
- i. Entries shall be made on the Championships Website.
- j. Entry Fees shall be paid on the Champions Bank Account
- k. These guide lines shall be followed as close as possible

## **GENERAL**

### **SPONSORSHIP & EVENT TITLE**

Each Host Club is generally responsible for obtaining whatever amount of sponsorship it feels appropriate and shall use it for the benefit of competitors to reduce the entry fee and improve the overall quality of the event in accordance with the sponsor bearing in mind the number of entries expected and the Entry Fee being charged. There is no problem in including the name of the sponsor in the title of the event, if so wished (e.g. the “XXXXXX SPLASH World Championship & FLASH Eurocup”).

### **ADVERTISING**

SCIA has adopted Category C status. This allows competing boats to carry advertising of their own choice except in the forward 20% of the hull and in according new regulation 20.4.5 SCIA is allowed to put advertising on the boom with a max of 0.3m<sup>2</sup>

Event organizers may make use of these 20% space but care must be taken to ensure that, on the one hand, any stickers attached to this area do not get washed off, while, on the other hand, they must be capable of being taken off at the end of the event without damaging the hull finish.

### **TIMING of the EVENT**

Preferably the event should be organized in week 30 to 33, this to attract the Dutch sailors (school holidays)

Xxx	xx/xx	Early arrivals of sailors who wants to practice	
Fri	xx/xx	Arrival sailors/Officials	
Sat	xx/xx	Registration & Measurement	
Sun	xx/xx	Registration & Measurement	
		Practice Race	<i>Opening Ceremony with big reception</i>
Mon	xx/xx	3 Qualifier races	<i>Snack when coming ashore</i>
Tue	xx/xx	3 Qualifier races	<i>Snack when coming ashore</i>
Wed	xx/xx	2 Qualifier races	<i>Snack when coming ashore</i>
Thu	xx/xx	3 Final races	<i>Snack when coming ashore</i>
Fri	xx/xx	2 Final races	<i>Price giving ceremony and farewell party</i>

### **ELIGIBILITY**

All competitors shall comply with RRS 75 and ISAF Eligibility Rules (RRS Appendix 2). The regatta is open to boats of the SCIA whose helmsman is member of a National Splash/Flash Class Association or SCIA if there is no NCA in the boats country.

Only Splashes and Flashes that hold a valid Measurement Certificate are eligible to compete

### **ENTRIES**

Entries shall be done directly on the Worlds Website: “[www.splashworlds.org](http://www.splashworlds.org) “. These entries will be directed to the host club.

### **ENTRY FEE**

The entry fee is fixed at 220 Euro per boat and payable on the World Championship banc account of SCIA. 40 Euro per boat is dedicated as administration fee for SCIA and 180 Euro per boat is for the organizing club

This entry fee shall also include:

- The opening and closing ceremony with reception for competitors and parents
- A social event for the sailors on Wednesday evening.
- The Snacks & drinks after racing each day
- A Polo shirt for each competitor, each Race Official and the board members of SCIA.
- Day and Final Prizes

### **NOTICE OF RACE & ENTRY FORMS**

The SCIA will produce the Notice of Race and Entry Forms and consult the Host Club, once agreed; these will be put onto the website of the World Championship “[www.splashworlds.org](http://www.splashworlds.org)”.

## **SAILING INSTRUCTIONS**

In consulting with the Host Club and the Race Committee the SCIA will produce an agreed set of Sailing Instructions (SI's). These SI's are based on Appendix LE and adopted over the years to reflect the principles and wishes of the Class.

## **WEB SITE**

SCIA has a contract with Margenza and set up a special championship website: [www.splashworlds.org](http://www.splashworlds.org) where all information can be found and direct entries will be possible. The cost of the hosting and amendments to this website, is described in Finance.

## **FORMAT OF THE EVENT**

Racing should be organized as follows:

### **SPLASH:**

1 to 69 competitor's	one fleet
70 to 140 competitor's	two fleets
141 to 999 competitor's	three fleets

If there is more then one fleet the random fleet system (sailors in the fleet's changes every day) shall be used  
Flash will always sail in one fleet.

## **CHARTER BOATS**

Charter boats will be made available for:

- sailors from other continents
- one sailor of each NCA.

SCIA will help the organizing club to obtain these charter boats. In 2008 it will be done by Roel Wester without the help of SCIA

## **ACCOMMODATION for SAILORS and PARENTS**

There shall be a camping site with toilets and showers at walking distance of the boat park.

A list of hotels, B&B and apartments with a variety in prices should be made available at the events web site.

## **EXECUTIVE SECRETARY**

Johan Devocht has been appointed as Executive Secretary of SCIA. He has been involved in Race Management for over 20 years and is a KBYV National Race Officer. He is also a KBYV National Judge and has been an ISAF International Judge since 1996.

In the run up to the event he will liaise closely with the Host Club to provide them with support and advice. He will then administer the Class Association side of Registration and appointed as a member of the Organization Committee.

The cost of the executive Secretary during the event is described in: Finance, appointed officials

## **SITE VISIT**

Prior according a World Championship to a Club or Organization the executive secretary of SCIA and a other member o the board will visit the place were the Championship will be hold and have a meeting with the key people of the organization. The cost of this visit will be covered by the Club or Organization wishing to host the Championships.

## **ONSHORE ORGANIZATION**

### **ROAD SIGNS**

Road signs should be placed on crucial points so that competitors can find their way easily to the Regatta site. Once arrived they should be signs to show were to go for registration, boat parking, etc..

### **ROAD TRAILERS**

There should be a secured area reasonably close to the marina where 80 ore more road trailers can be stored for during the event.

### **CAR PARKING**

A fleet of 100 boats will require **private** parking facilities near the marina for approx. 90 vehicles.

## **ON SITE REGISTRATION**

The Registration process consists of a number of different aspects:

- a. Checking validity of Entry: signature, payment, etc.
- b. Handing out SI's, ribbons and the measurements-check forms.
- c. Distribute the polo-shirts (sizes will be known in advance see entry form), tickets for social events (if needed) etc

An adequate space to register 2 boats at the same time should be available near the dinghy park during the registration days.

This desk should be manned during the rest of the event.

## **GENERAL INFORMATION DESK**

During the whole event an information desk should be available, where sailors and families can get information about there stay in the host town/region, tourist information, social events, excursions etc.

## **DINGHY PARK**

A secured and sufficient space shall be available as Dinghy Park. No cars shall be allowed in the dinghy park. This dinghy park should be divided in areas per country.

## **SAILORS FACILITIES ONSHORE**

Sufficient changing rooms, toilets and shower facilities shall be available close near the dinghy park.

A "sailor's café" where competitors and parents can meet after racing and buy refreshments will be helpful to keep every body together after racing.

## **LAUNCHING**

Adequate and safe launch and recovery ramps accessible whatever the height of the tide shall be situated very close to the dinghy parking. Sufficient water hoses to clean the boats shall be available in the dinghy parking.

## **BOAT REPAIR & REPLACEMENT STORE**

Until now Roel Wester did always come to the event site with a tent (6x6). This tent is a storage place for boat parts and used for eventually boat repairs and replace damaged parts. Commercial arrangements have to be made directly with him.

## **SCIA ROOMS**

2 rooms shall be made available to SCIA:

- One with Internet facilities for the SCIA Executive Committee for the duration of the championship.
- One room where SCIA can hold meetings from time to time with sailors, coaches, technical delegates etc

## **DAILY MEETING**

A daily coach meeting will be held each morning where the Regatta Director, the PRO, the Chairman of the Jury and a representative of the board of SCIA will be present.

A weather briefing will be given on that meeting

## **EQUIPMENT CHECKS**

### **EVENT MEASURER**

SCIA will appoint the Event Measurer for the Championship; normally this is the Chairman of the Technical Committee of SCIA

The Event Measurer will be present during the whole event and be responsible for the measurement and spot checks during racing days.

Indoor facilities for boat and sail checking for a minimum of 2 boats at once shall be available during measurements days. During the racing days there shall be a designated place, easily accessible for sailors coming back from the race area for spot checks.

### **EQUIPMENT CHECKS ORGANISATION & MATERIAL**

This will be communicated to the host club by the technical chairman of the SCIA in due time together with the list of measurements materials needed.

The Club shall appoint 8 to 10 people of the club to assist the Chief Measurer; care should be taken that these people can have rests during the day. Free of charges refreshments should be available for those people during measurements.

## **EQUIPMENT CHECKS COSTS**

The host club is responsible for covering the cost of the measurement and measurement materials.  
The cost of the Event Measurer himself is described in: Finance, appointed officials

## **OFFSHORE ORGANIZATION**

### **PRINCIPAL RACE OFFICER**

The Host Club shall consult with SCIA prior to the appointment of a Race Officer. The Race Officer shall hold, at least, National Certification by his/her National Authority, be acquainted with the wind and waters where racing will take place and used to work with youth competitors.

### **RACING AREAS**

Depending on the number of competitors 2 race areas may be needed to be planned, but in the past one race area with a course with 3 loops (inner, middle and outer) has proven his value (see attachment). The race areas should have clear winds and on a reasonable distance from the harbor.

### **COURSES**

The course will be a trapezoid type course with a gate at the leeward marks and an offset (spreader) mark near the 1 windward mark. The accompanying diagram is not to scale. If the 3 loops course is used the distance between the loops should be wide enough so that the sailors on one loop will not be disturbed by sailors on other loops. There is a "Target Time" of 60 minutes for each race.

### **MARKS**

The marks need to be clearly visible inflatable buoys. Start and finishing marks should be different from the course marks.

### **COMMITTEE BOATS**

The starting & finishing vessel shall be large enough to manage all normal R.C. duties, but may not be too big this to prevent wind shadowing. Bearing in mind that the Splash/Flash fleet will still race in 20+ knots of wind Committee Boats must also be capable of remaining on station, at anchor, in these conditions.

### **RESCUE ORGANISATION**

**The Splash is a youth boat so sufficient and adequate rescue SHALL be provided.**

The organisation of the safety will be the responsibility of a safety manager. This person shall be responsible for the safety of all competitors during races and sailing to and from the race area. The number of safety boats shall be sufficient to deal with all safety matters in all weather conditions during the championship. Those boats shall be inflatable and will have two experienced person's on board, appropriated equipment and a special insignia.

At least one support vessel shall stay in the race area to take sailors on board if necessary

Medical assistance shall be available all time during the event, linked to the race office and the safety manager.

An appropriate system shall be set up in order to check in and check out, each day, the boats competing on the course.

**Safety boats shall stay afloat until they received the "all safe signal" from ashore**

### **COACH BOATS**

Normally there will be about 10 to 20 coach boats. There should be enough mooring places to host these coach boats in the marina. An identification system for coach boats shall be put in place.

Teams from other continents should be offered the possibility to rent a coach boat.

### **SPECTATOR BOAT**

The host club should provide a spectator boat for the parents and friends of the competitors if possible free of charge.

## **INTERNATIONAL JURY**

### **INTERNATIONAL JUDGES**

The SCIA requires that an International Jury be appointed for the Championship so that the protest decisions are final. An Int. Jury for SPLASH/FLASH events is a body of 6 persons who are independent of the Race Committee. 6 judges are required to follow at least 3 fleets on the water.

The RRS (Appendix M1) require that at least four of the members shall be International Judges and that not more than two members can be from the same National Authority. Normally 2 members, one IJ and one NJ or IJ of this body are from the host country.

The Class Secretary (himself an Int. Judge) in conjunction with the Host Club will be responsible for obtaining appropriate members for the Int. Jury. The cost of these members is described in finance, appointed officials.

## **JURY BOATS**

The Int. Jury will go afloat for all of the races to observe the racing and control RRS 42 and they require to be able to move around the course in the company of (and at the same speed as) the competing boats. 3 Ribs (min. 5.5 meters and

40 - 60 hp engines) are required for the exclusive use of the Jury each day. These Ribs should, ideally, be driven by the Jury members themselves (who are all very experienced RIB drivers). In case of emergency the jury will act as rescue boats. The Jury Boats will need to be re-fueled each evening so that they are ready for immediate use the following morning.

## **JURY ROOMS**

A member of the Club should be responsible for receiving any protests after racing each day. Once protest time has finished any protest forms received need to be given to the Int. Jury, who will then take over responsibility and will post a Schedule of Hearings. In addition to having been afloat all day, the Int. Jury will then hear and decide the protests.

An Arbitration system may be used for certain types of protests and this would enable two hearings to take place at the same time, thereby speeding up the process. This does, however, pre-suppose the use of a second room at the Club, albeit on a very temporary basis.

The main Protest Room should be of sufficient size that it would allow eight people to sit around a table with some "elbow room". Eight chairs and at least one main table are required. In addition, it is very helpful if one or two other (small) tables can be placed in the Protest Room for the Jury's working papers etc. A coat hanger rail is very useful and desirable for drying the foul weather gear of the jury members

## **SOCIAL**

### **OPENING CEREMONY**

On Sunday an official opening ceremony should be held.

The Champions flag should be presented followed by a parade of all teams.

Speeches should be short and in English or translated if not.

Soft drinks and snacks should be provided for the sailors, "stronger" drinks for the parents.

SCIA will help the host club organizing the opening and closing ceremonies.

SCIA will produce a template for the ceremony

### **AFTER RACE SNACKS**

After racing some nutritious food, and drinks on hot days free of charge, should be available for sailors when coming ashore

### **DAY PRIZES**

Each day at the end of protest time a daily prize giving shall be held

This shall consist of:

- a small cup or memento for the winner of each race in each group
- a lottery: giving away 10 or more prizes.

### **ANNUAL MEETING**

The SCIA holds a General Meeting during the Championship. Ideally, this would be on Wednesday evening. A room which holds tables and seats for approx. 30 people is required, either at the Club or nearby.

Refreshments and snacks for the people attending this meeting should be available afterwards

### **PRIZE GIVING**

The Prize giving should take place on Saturday afternoon-evening followed by a farewell party.

Speeches for thanking people should be short and in English or translated if not.

The prize giving itself:

Presenting the Champions flag to a representative of the organization of the next championship, this closes officially the championship.

Soft drinks and snacks should be provided for the sailors, chargeable "stronger" drinks for the parents.

## **PRIZES**

First 10 of the Splash

Prizes for the 10 best places in the Bronze(if any) and Silver fleet.

The Perpetual Trophy for the winner of the Splash Open Championship

The Perpetual Trophy for the winner of the Splash Women Championship

First 3 of the Flash

The Perpetual Trophy for the winner of the Flash Open Championship

The Nations Cup

## **FINANCE**

### **GENERAL**

The event is responsible for covering the cost of: the whole organization as described in these guidelines.

### **COSTS of the SITE VISIT**

The event is responsible for covering the cost of travel and accommodation of 2 representatives of SCIA to visit the site where the championship will be held in the year before the Championship.

### **COSTS of the WEBSITE**

The cost of hosting and changing the website will be charged to the organizing club (in the past it was plus minus 80 Euro).

### **COSTS of MEASUREMENTS**

The host club is responsible for covering the cost of the measurement and measurement materials

### **COSTS of APPOINTED OFFICIALS**

#### **Appointed officials (8):**

-6 Jury members

-Event Measurer

-Executive Secretary

#### **Travel**

The Host Club is responsible for covering the cost of getting the appointed officials to and from the event.

Travel by these officials should be done in the most economic way.

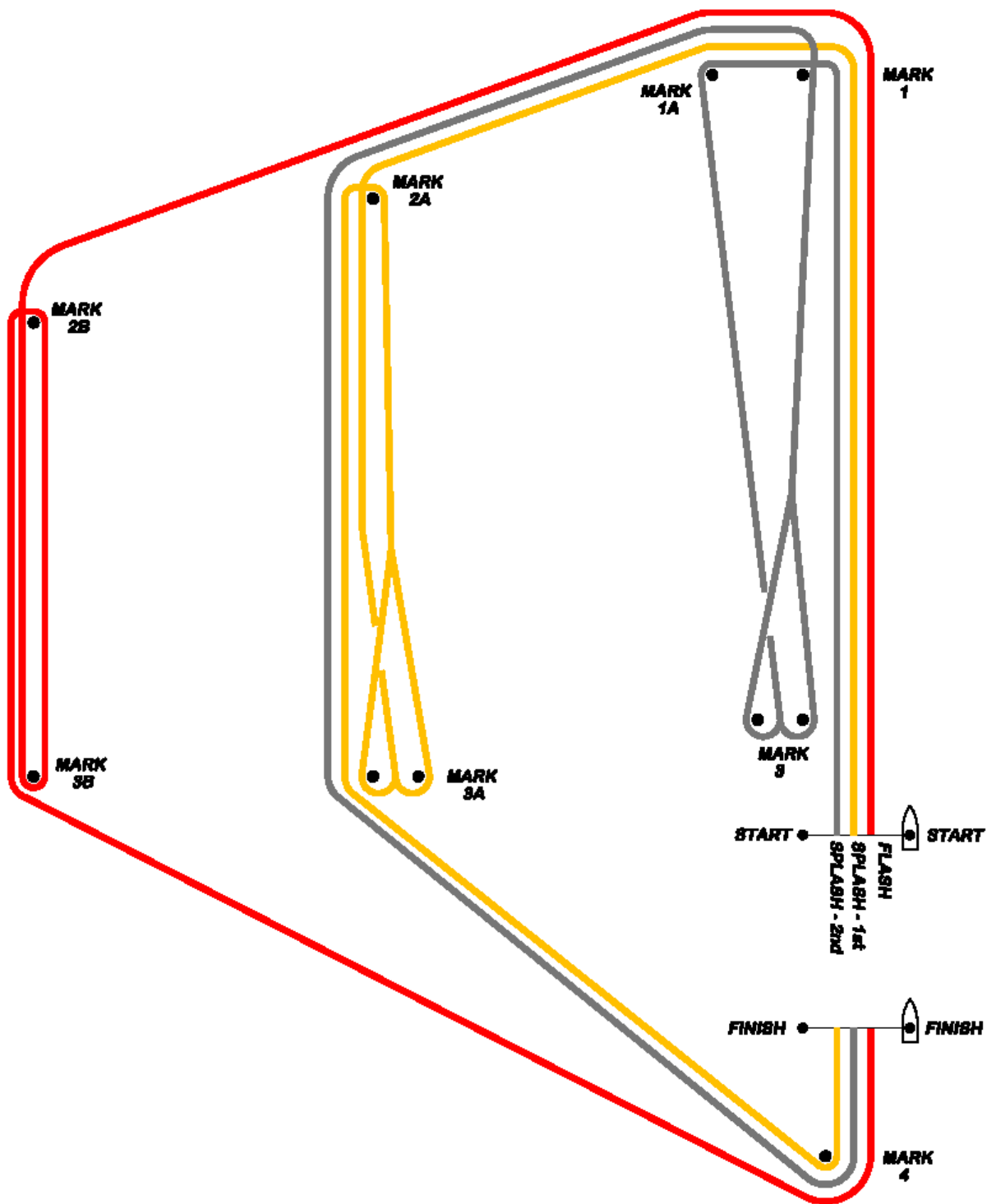
#### **Accommodation**

Reasonable accommodation, within walking distance of the Yacht Club, will be required for those officials. Whilst this should not be 5-star it should be remembered that these people are mostly on the water all day and the jury then have to hear any protests during the evening. Comfortable rooms, with en-suite showers, are, therefore appreciated. Each of the officials should have their own room but it is possible that some of the officials may wish to bring their partners with them (but they will be responsible for any extra expense). All the appointed officials should be accommodated in one establishment. If the hotel is not in walking distance transportation from and to the hotel should be provided.

#### **Food & Refreshments**

It is assumed that breakfast will be available in the hotel each morning. The packed lunches should each contain a round of sandwiches or filled rolls, a soft drink (with a screw top not a can), a chocolate bar (Mars or similar) and an apple or other fruit. These lunches should be available for them before they go afloat each day. An evening meal (together with moderate refreshments) should be provided but the timing of this may vary depending on the number of protest hearings and official meetings. The easiest way to ensure that budgets are not exceeded is to provide each official with an agreed daily subsistence allowance (in the past 30 € /per day was agreed), thereby allowing the appointed officials to eat & pay at the Club if possible or elsewhere if necessary.

ATTACHEMENT 3 LOOP COURSE



- FLASH COURSE** ——— **START-1-1A-2B-3B-2B-3B-4-FINISH**
- SPLASH COURSE - 1st FLEET** ——— **START-1-1A-2A-3A-2A-3A-4-FINISH**
- SPLASH COURSE - 2nd FLEET** ——— **START-1-1A-3-1-1A-2A-3A-4-FINISH**

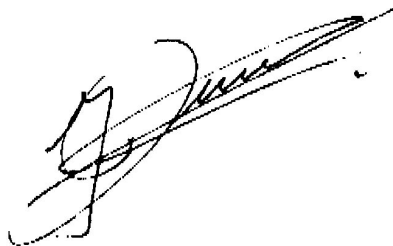
This is just an example of the course we used the last 3 years.

## *Epilogue*

*In the spirit of wishing to continually improve the Championships the Class Secretary would welcome any constructive suggestions regarding the content of these Guidelines.*

*Please ensure that the Class Secretary is consulted regarding any proposed departure from the principles outlined in this document. Without such consultation there is the distinct possibility of not learning from past experience.*

*Thank you for your co-operation.*

A handwritten signature in black ink, appearing to read 'Johan Devocht', written in a cursive style.

*Johan Devocht  
Class Secretary*