



Viper 640

International Class Association

Viper 640 Bylaws Effective January 1, 2020

Changes effective January 1, 2020 are noted as follows: ~~deletions~~, **additions**

1.0 Sanctioned Regattas

- 1.1 **The single most important objective of all Viper regattas or series is to provide a fun and enjoyable experience for the competitors and their supporters.**
- 1.2 The Viper Class Association Executive Committees **and the International Board** shall have the power to sanction any Viper Regatta, Championship Series or Race which is open to members of more than one fleet and when the series or race is a perpetual, semi-perpetual or open trophy. The Executive Committees **and the Board** may withdraw any sanction for cause.
- 1.4 If an event has been granted sanction for three consecutive years with a minimum of 15 boats participating in each year, there shall be no need to reapply. When an event has lapsed for two or more years, sanction must be reapplied for.
- 1.5 **All designated major championships are deemed as sanctioned events. The relevant regional executive committee and the international board shall publish the names of other sanctioned events either prior to January 1 in the year of the event or a minimum of 6 months prior to the event.**
- 1.6 At all sanctioned Regattas or series, the Low Point Scoring System shall apply. The minimum number of races to be scored before a throw-out is awarded shall be five.
- 1.7 A Class Association Executive Committees **or the International Board** may impose maximum and minimum weight limits or a maximum weight limit for a sanctioned regatta. ~~If a maximum weight limit is imposed, the maximum shall be 245 kilos.~~ The weight limit shall be announced on the class website at least ten weeks prior to the regatta or announced in the NOR. Unless the Class Association Executive requires a weight limit, it is assumed that there is no weight limit.
- 1.8 ~~The Viper Class is a Category C (Advertising) Class under ISAF regulation 20.~~ **The Viper Class is a low freeboard boat for the purposes of World Sailing regulation 20.4.1.5 and may display event advertising on sails for sanctioned events, provided such advertising is approved in writing by the relevant Regional Executive Committee or the International Board.**

1.9 Any sanctioned event that receives financial support from the Class Association must submit a budget to the Class Association prior to receiving financial support and must submit a financial report to the Class Association after the event is complete.

1.10 A boat participating in a Class sanctioned regatta must either be owned by a Class Association member or the skipper on board throughout the regatta must be a Class Association member

2.0 Designated Major Championships

2.1 An event may be designated as a major championship by the International Board. An event within a region may be designated as a major championship by the relevant Regional Executive Committee or the International Board. The current list of designated major championships is in Appendix A of these bylaws.

2.2 The skipper on board a boat participating in a designated major championship must be a Class Association Member

2.3 The International Board and the Executive Committees may provide and amend Regatta Guidelines from time to time to assist Organizing Authorities and Race Committees manage fun and enjoyable regattas for the competitors. These guidelines are recommendations, not prescribed rules and are included in Appendix B of these Bylaws.

2.4 A Designated Major International Championship: The International Board may designate an event as a designated major international championship provided it is of major international or regional significance and is open to international competitors from all regions.

3.0 Prescribed Rules for Designated Major International Championships

3.1 The International Board may require any host or Organizing Authority for a designated major International Championship to submit and receive approval for the Event's NOR and Sailing Instructions from the Board and the relevant Regional Executive Committee (the Regional Executive Committee governing the region in which the regatta is being hosted).

3.2 Provided that both the International Board and the relevant Regional Executive are in agreement, they may exercise the right to require that the NOR and/or the Sailing Instructions include specific instructions including but not limited to guidelines in Appendix B. If the regatta is hosted outside a location governed by an Executive Committee, the International Board shall have sole right to review the SIs and NOR.

4.0 North American Championships

4.1 The North American Championship regatta is a designated **major international championship** regatta and shall last a minimum of three days ~~and shall comprise a minimum of three races.~~

4.2 The venue for the regatta shall be determined in the following manner:

1. Any Viper Fleet or Yacht Club (or class member representing a fleet, yacht club or event) may submit a proposal to host the North American Championship **Event to the North American Executive Committee.**
2. This proposal may be submitted to the Class Association Executive Committee by email or in writing or may be submitted during the Class AGM or prior to the end of the Awards ceremony during a prior North American Championships
3. The Class Executive may gain some indication of support for a proposal by asking for a show of hands during the Class AGM or North American Championships. However the class officers will then consider all proposals and will determine the best venue for the North American Championship.
4. The Class Executive may take into account any factors including:
 - o Quality of location for good fun sailing and fair competition
 - o Access for a large number of Viper sailors.
 - o The location's potential to attract high participation.
 - o The level of participation by the host fleet in previous North American Championships and sanctioned regattas
 - o The benefit to the class in allowing the NACs to take place in different locations from year to year.
5. The Class Association shall **endeavor to** announce the location of the North American Championships **two years or more prior to the event but no less than a minimum of** six months prior to the event

5.0 World Championships

5.1 **The World Championship regatta is a designated major international championship regatta and shall last a minimum of four days and shall comprise a minimum of three races. The Organizing Authority shall endeavor to provide a lay day during the event.**

Appendix A

- 1.0 Sanctioned Regattas are published on the Events Page of the Class Website
- 2.0 The following events have been designated as Major Championships as at August 22 2019 until further notice:

Viper World Championship

Viper North American Championship

Viper Atlantic Coast Championship

Viper Gulf Coast Championship

Viper Pacific Coast Championship

Viper Great Lakes Championship

- 3.0 The following events have been designated as major international championships as at August 22 2019 until further notice:

Viper World Championship

Viper North American Championship

Appendix B – Event Guidelines for Designated Major Championships

1.0 Decision to Race

These guidelines are designed as input to assist Race Committees decide whether to start a race for a major Viper 640 regatta. They are not prescriptions. The conditions that determine whether to race are affected by many variables including wind, wave conditions, current, lee shores, water depth and safety resources. The Race Committee and the Organizing Authority will make the final decision based on their judgement, local knowledge and experience with the assistance of these guidelines. Major international regattas for the Viper Class should be a test of skill in fair and safe conditions. Sailing in higher wind conditions is part of the skill set that can form part of a major regatta and the judgement call is to distinguish wind conditions where the competitors are still racing rather than surviving and avoiding conditions that will cause widespread damage to equipment.

Light Wind:

Races are generally ineffective when there is less than an average of 4 knots of wind over the entire course area. This lower limit may be higher if there is a strong current in the racing area.

Heavy Wind:

Races should generally be avoided when the winds exceed an average of 25 knots, or when gusts are at or above 27 knots. The RC should factor sea conditions, current and sustained averages rapid changes in velocity and the recurrence of gusts in a final decision to race. The upper limit will be 2 to 5 knots less in heavy seas. Flat water or mild chop can provide fun sailing for the experienced teams at the upper end of these conditions

Visibility:

Races should not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters. The fact that the first mark cannot be seen from the starting area is not, in and of itself, a reason to postpone racing

2.0 NOR and Sailing Instructions regarding Support Boats and Coaching

These are Sailing Instructions that enable the OA and RC to control what support boats can and cannot do at a major championship regatta. The emphasis at Viper regattas is providing a fun and enjoyable experience for competitors and their supporters. We want to actively encourage supporters, friends and families to come out and watch the event and hoot and holler their support. However, we think it is helpful to provide some guidelines for those supporters. The recommended sailing instructions also provide a toolbox to help OA's enforce rule 10.5 of the Viper Class rules that prohibits any on the water coaching. Some of these recommended sailing instructions may be more relevant for some locations and some events than others. We recommend consulting the relevant regional executive committee and in the case of major designated international championships, the Board or the Executive Committee can mandate that the SIs and NOR are approved.

These Sailing Instructions may be invoked individually within the Sailing Instructions or NOR of regattas designated as major championships at the discretion of the International Board, relevant Regional Executive Committee or the Organizing Authority. Those Instructions marked with an asterisk should be considered as standard wording for these documents for designated major championships

- (i) Private Spectator and support boats must register with the Race Committee indicating the sail number of the competitor boat they are associated with.
- (ii) *Private support boats associated with an individual competitor may not tow that individual competitors to the racecourse without express permission from the Race Committee. Private support boats must monitor the designated race channel and comply with any instructions to tow multiple boats.
- (iii) *On race days, support boats may not communicate any information or provide any outside help to competitor boats that could affect performance or racing, from the moment the team leaves the dock or mooring until the end of racing for the day.

- (iv)** After competitors have left the dock or mooring, they may not communicate with their private support boats except by the designated race channel on VHF without express permission from the Race Committee, until the end of racing for the day.
- (v)** Private support boats shall not enter the area where boats are racing from the time of the first warning signal of the day until racing has been concluded for the day.
- (vi)** *Support boats may not provide provisions or equipment to competitors without express permission from the Race Committee
- (vii)** Competitors may not board support boats without express permission from the Race Committee. Spectators or crew from a support boat may not board the competitor boat until racing is complete for the day.
- (viii)** A support boat which the Race Committee has approved to carry spectators, photographers, press, media or safety personnel, and is carrying such passengers so that it can be viewed as independent from any one competitor may interact with competitors between races provided the interaction is social and outside of the starting area.
- (ix)** *The sanction for the first incidence of a breach of these Sailing Instructions may include a warning unless it is a blatant breach of good sportsmanship or a breach of rule 10.5 of the International Viper 640 Class Association rules.