SCIRA Proposal Form

Number 22-07

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Summary: **Boat and equipment measurement**

Affects:

~~Constitution~~ ~~By Laws~~ **Class Rules**
~~Deed of Gift~~ ~~Rules of Conduct~~ ~~NoR or SI Template~~
~~Other~~

Objective: Simplify boat measurement during regattas. Improve fair sailing.

Proposal

The objective of this proposal is to establish a measurement system that is easy to follow and will allow the measurers to control the boats and equipment faster without losing thoroughness of measurement and guaranteeing that the competing boats comply with the rules. Also, this will shorten the measurement times, which translates into savings of personnel for the organizers and time and money for the sailors, resulting in more enjoyable events.

Reasons:

1) Introduction:

Measuring in major events is usually a slow process that nobody enjoys, taking many days, being long and costly for both the organizers and the sailors who must arrive earlier. A boat that never competes in a major continental event will probably not be inspected again for decades after obtaining the original MDS certificate . The snipe is a long-lasting boat, it is not uncommon to compete against 20-year-old boats. Over the years there are changes in hulls, rigging and parts, changes that sailors do not report and most of the times never measure.

Controlling boats during the event after the official measurement is over is difficult, not appreciated by sailors and rarely done, and when is done it requires a tired sailor to completely derig their boat. There are many opportunities in our rules to gain undue

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advantage as measurers don't have enough tools for quick and proper checking of boats on the water. These inspections usually consist of safety gear and daggerboard line, it is very difficult to know if a boat has the correct ballast installed at the finish line.

An “in house” measurement experiment was carried out in some continental events as for example the 2018 and 2021 Europeans where it produced a very positive feedback from both sailors and organizers. But we do not have a rule for doing it !The objective of this proposal is to establish a system that is safe and easy to control at events, even for non-expert personnel, and also to set a couple of rules in order to have in house measurements if needed.

The heart of the system is having a serial number engraved on vital parts of the boat such as the mast, boom, pole, rudder, and daggerboard. The hull already has the sail number engraved. Emulating systems already in use like in the Finn Class, for each piece of equipment an "Equipment MDS” will be issued only once. That means that piece of equipment, with its serial number engraved on it, can be used on any boat without the need to be measured again. Is like an in house measurement dad is good for any event. In some cases (such as the boom), it will be necessary to specify what other part (gooseneck type, for example) it should work with, but beyond these few cases it is a very simple system.

This proposal opens the discussion in this regard, and at the time of debate the documentation will be presented for the analysis.

Description of the system is as follows:

2) MDS of complete boat

The measurement of a complete boat will be done in the same way established in the current class rules, with some slight changes that are described below:

Corrector weights will be standardized in 1kg or ½kg pieces so that they are visually easy to check and counted by a measurer or trained personal, even in the water. The shape, material and type will be approved by the class in due time and verified by the measurer who performs the initial MDS of the boat.

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The correctors that are necessary to satisfy the MOI test must be permanently attached (not removable, with glue or fiber but not a screw) at the shipyard and cannot be modified without the issue of a new MDS.

Only "free ballast" that is permitted to be placed anywhere in the boat (the one that usually goes near the daggerboard trunck) and is not required for MOI requirements, may be installed in such a way that they are fixed, but can be removed with a bolt or screw.

When a boat is presented at an event, its total weight will be checked, and this "free ballast" may be adjusted to reach 172.80kg as the class rule says. Just as we do today.

3) Measurement of parts

All the parts of equipment (mast, boom, whiskerpole, rudder and daggerboard) will have a serial number physically engraved in metal or molded in fiber. Painted numbers are not allowed.

All elements unless otherwise specified will be measured with the same methods, measurements, materials and the same current class rules, with the following considerations:

3.a) Mast: It is one part of the boat that is more difficult to control and where the rules can easily be broken. We can choose two path to follow regarding the mast:

3.a.i) option 1: Keep the exactly same system we have today. This will require to describe in the MDS of the mast what type of spreader, halyards (2) and set of shrouds and adjusters were installed at the moment of the weight and center of gravity of the mast.

3.a.ii) option 2: To avoid not declared changes (cheating) during the lifetime of the mast it is necessary to make some changes to our actual measurement rules. We will define “bare mast” as the mast with halyards, stay and shrouds but with anything else (including spreaders). We will define a new minimum weight (the actual 9,1 kg includes halyards and shrouds) and a new distance from the center of gravity for this bare mast. This must be done in such a way that the existing masts do not become obsolete with the change. We will weigh and control the bare mast

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without rigging. This is done once in the lifetime of the mast and will free us from having to keep track of changes when sailors change halyards, shrouds or anything else. An engraved line mark shall be made at the bottom of each mast limit mark (the one at the top and at boom level) . Currently, if a sailor brings heavier shrouds or wire halyards to be measured at an event, he can replace it after completing the measurement with lighter line halyards or shrouds, adding ballast to the boat to comply with the minimum total weight in case it is verified during the event. This gives them an advantage. The mast weight is too high above deck and far from the center of rotation of the boat. This has an effect 5 or 10 times greater than the same weight on the hull. These type of changes are almost impossible to monitor and control. Controlling the weight and center of gravity of a bare mast is easy and difficult to change after measurement. The weight of the halyards and shrouds is added to the weight of the complete boat, so the total weight of the equipment will remain the same as indicated by the current rules. The ideal would be also not to include the spreaders, but the “bare tube” of mast is very different in weight and some comercial brands need a heavier spreader in order to comply the weight. So we will have to describe the type of spreader that goes with the mast. Specially the lighter masts.

3.b) Boom: The boom can only be affected in its size when it’s used with a different gooseneck. Then an MDS of boom will have to specify what type of gooseneck (brand, size and type) it was measured with. Only this. When a boat is presented for measurement , the measurer should check the boom's MDS and serial number to see if the mast submitted for measurement with that boom has the proper gooseneck. Is a visual check and a measurer is not required for that.

3.c) Daggerboard: A slight change it our rules could be needed (not mandatory). It would be great to have ”any new daggerboard can go on any new boat”. Since we changed our rules and all centerboard trunks have the same height (310-313mm), it makes no sense to still measure the back of the trunk in order to place centerboard stoppers and define the length of the daggerboard. Having a fixed centerboard length will mean only 3mm between the longer and the shorter one. Is only a 3mm difference between boats ! FYI the same happened with the mast, the mast step has its tolerance of course (10mm from sheer, and the sheer itself has an additional 25mm), and the mast length is fixed, so “any mast goes on any boat” but

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the height is never the same and we have up to 35mm between boats with not a problem or complain.

Back to daggerboard measurements, an engraved mark must be made on the bottom of the stoppers. This is forever and prevents future changes or sailors making a bigger hole or any other system used to cheat. This will be permanent and verification is not required after the initial measurement and cannot be changed (only if we have a fixed length). The only verification needed at site will be the black strip that goes at the top of the deck while sailing downwind, since the deck height changes from boat to boat. A photo of the daggerboard will be included in the MDS file.

3.d) Rudder: Same measure and measurement system. The weight, brand and type of rudder fittings must be written on the MDS to avoid having it changed later. A photo of the rudder will be included in the MDS file.

3.e) Whiskerpole: A serial number will be engraved. The length of fittings (both ends) must be specified at the MDS. A photo of the whisker pole will be included in the MDS file.

4) MEASURERS:

There will be a database of Class-approved measurers for each country and a record of their signature in SCIRA. Each measurer will receive from SCIRA a numbered seal that is unique and identifies him/her, and some standard equipment (MOI springs and some minor tools)

A World Sailing measurer is always certified to measure a snipe boat since we are a WS class.

After measuring a boat, the measurer must complete and produce the certificates of the boat and each part of equipment, scan them, digitally add the photos if required, and this must be sent to SCIRA in PDF or JPG format.

5) MEASUREMENT CERTIFICATES AND SERIAL NUMBERS:

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The measurement certificates and serial numbers of the parts will be numbered consecutively, they will be unique, and those numbers will be requested by the builders of boats or equipment from SCIRA in the same way that sail numbers are currently requested.

Serial numbers will be engraved on equipment at the factory, using a Class-approved technique.

Both the measurement certificates and the serial numbers of the parts will consist of 8 characters composed of:

a) an initial letter describing the type of part

b) 6 digits indicating the serial number of the part

c) a final letter indicating if it is the first measurement of the part or a subsequent measurement.

When additional certificates are issued on a piece of equipment, the previous certificates become void.

Serial numbers could be as follow:

The initial letter corresponds to the piece:

H= Hull	M=Mast	B=Boom
W=pole	D=daggerboard	R=rudder

Example: H031701C Hull certificate (“H”), sail number "31701", 3rd certificate issued for that boat (“C”). Certificates A and B are void.

Example 2: M100308A

Mast certificate (M), serial number 100308, first certificate of this part (A)

The measurement certificates of the boats and the parts could be numbered as follows:

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Hull: 0xxxxx (0+sail number). (Example H031546A, H028701F)

Mast: from 100001 (Example M100304A, M100456B)

Boom: from 200001 (Example B200304A, M200456B)

Pole: from 300000 Rudder : from 400000 Daggerboard: from 500000

These certificates will be in the SCIRA database and their status will be publicly accessible. Not the certificate (except for the boat and probably we should talk about it). Sailors will be required to carry and present their certificates in paper at events.

Every boat or piece of equipment presented for measurement at an event must have its certificate in FULL or OK status in the SCIRA database to be registered for competing at the event.

6) Procedure at events:

Competitors will prepare their boat for measurement at the place assigned to them and must have their certificates at hand.

The boat must be clean and dry and with all the equipment to be measured and nothing more.

6.a) Sail control: Sailors will be required to arrive at the event with sails already measured. If this is not possible for any competitor, the sails will be measured at the event, but only if requested in advance, and there will be a charge for this. If in the country of origin of the sailor AND the sails there is not a Class or WS measurer, that sails will be allowed to be measure for free. If measured, the sail must be stamped and signed by a class approved measurer or WS measurer. The signature of the sails will be checked before the event. Any previously signed and stamped sail will not be re-measured.

Class measurers will be required to keep a record of the sails they measure.

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6.b) Equipment check: Ssailors must have a paper copy of the complete certificates of all the equipment they plan to use in the event. A measurer will verify the serial number and certificates of all the parts. He will additionally check the rudder safety lock, daggerboard safety line, jackets, towing line and paddle .

6.c) Weight: At SCIRA events of higher than a National Championships level (not included), a boat will be weighed. We strongly recommend that organizers have floor scales, which will make it easier and faster to get boats on and off . A complete measurement and weighing of a fleet of 100 boats should take no more than a day . This process, as seen at a Finn event , requires one or two people in charge of weighing, and 2 or 3 additional people controlling the equipment at the boat yard or in the "scale line" before accessing the scale tent. An additional person should be in front of the measurement tent, verifying in advance that the boats arrive to be weighed dry and in good condition and helping to organize the circulation.

7) Proposed method of implementation:

7.a) New boats and parts

If this proposal is approved during 2022 it will be valid (not necessary enforced) from Jan 1st 2023. At that time, we will probably not have the changes needed in our rules yet approved by WS and the engraving method might not be stablished.

Nevertheless, during 2022 we could ask the builders of boats and snipe parts to add the engraving on their process (if we set a method) before the end of the year (Dec 31st 2022). This engraving method must be permanent and not manually made. All new production starting from Jan 1st 2023 should be engraved.

I suggest to form a "New measurement Committee" with Luis Gonzalez, our Chief Measurer as chair, plus the collaborators he choose, with the purpose to work on having our rules adapted as fast as posible and get the WS approval during 2023.

7.b) Existing boats and parts

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For all boats and parts produced before Jan 1st 2023, there is 2 options. They have a full MDS at SCIRA before Jan 1st 2023 or they do not.

All **boats that do not have a full MDS at SCIRA by Jan 1st 2023** will have to comply with the new rules and this proposal. A manual engraving of serial number will be allowed for those existing boats and equipment without a MDS, due to the fact that not everybody may access an engraving mechanical machine to do the job. This engraving, if it is made manually and not by a producer, will take place in front of the measurer who will sign at a side and a photo of the engraving of each part will be added to that part´s MDS.

All **boats that already have a valid MDS at SCIRA by Jan 1st 2023** will be able to compete with the current MDS in SCIRA events according to this schedule:

a) From National Championship level (included) and down, with no limit of time, presenting a valid MDS. This may be modified by the National authority.

b) SCIRA major continental events (All 4 worlds (Sr,Mr,W,Jr) and seniors European and senior WH&A), until Dec 31st 2024. After this date, in order to compete in this kind of event, and MDS of boat and parts according the rules at the time must be obtained.

c) All other events with a Deed of Gifts at SCIRA : Dec 31st 2026. After this date, in order to compete in this kind of event, and MDS of boat and parts according the rules at the time must be obtained.

7) Sanctions:

Even when our Constitution is clear:

27.2 Suspension: A member may be suspended by the voting member of the Board of Governors for gross violation of the rules or for unsportsmanlike conduct, or, after due warning, for willful and persistent disregard of rulings. The duration of a suspension is fixed by the Board of Governors, but may not exceed Board's own term of office unless the suspension is extended by the succeeding Board of Governors. Notwithstanding the foregoing, a suspension may be terminated by majority vote at an annual meeting.

27.3 Expulsion: A member may be expelled only by 5/7 vote at an annual Board meeting..

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We may need a more specific rule regarding unsportsmanlike conduct. It is not the same an extra pump downwind than a constant hooting or rocking on purpose, is not the same forgetting a life jacket to deliberately removing weight from a boat after completing measurement or sailing downwind holding the daggerboard higher than allowed , or moving the shroud adjusters during the race . This type premeditated and damaging conduct for the Class must be controlled and must be identified and punished. It must lead to an immediate and long enough suspension of eligibility by the Board when proven. We need everyone to understand that the purpose of “serious sailing” is to compete against each other under the SAME rules, and to see who does it better, and nothing other than this makes any sense and there is no “serious fun” if we allow cheating.