

SCIRA Proposal Form

Number 22-12



Received: 03/01/22

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Summary: daggerboard safety line

Affects:

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

Objective: discourage unfair racing and improve safety

Proposal

C.8.4 DAGGERBOARD

(a) LIMITATIONS

...

(5) The daggerboard shall be attached to the hull with a ~~non-adjustable~~ safety single line at all times while ~~racing~~ sailing (unless for a short period for cleaning garbage or seaweed). The safety line shall be of a size no smaller than 4 mm in diameter and shall not be adjustable. Non stretching lines are recommended. Any knot or locking splice in the line must be not adjustable. If a knot is used, it must be sewn in such a way that it cannot be adjusted and the line will be cut to eliminate excesses, and shall be fixed to any part of the daggerboard case and directly fastened to the daggerboard with a metal shackle or carabiner above the line connecting the lower part of the stoppers on the daggerboard. No middle knots in the line are allowed. The use of a wire is also permitted with minimum diameter of 1mm.

...

Reasons:

As always, some sailors found a gap in the actual rule. Usually this is a device that is checked during measurement or in the launch ramp. The breaking of the rule consist in adjust the line before racing and returning to his legal length when the race is over.

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We can see week after week many sailors downwind with their centerboard mark way above the deck, and this is only allowed by a longer safety line.

The changing of the line extension is done in two ways.

Usually an adjustable knot is done in the upper part of the line, attaching a shackle or carabiner, and even when it does not have a visible excess of line as the rule demands, the knot might be made shorter, or with any other type of knot and therefore extending the line. Sailors do this and is



almost impossible to control.

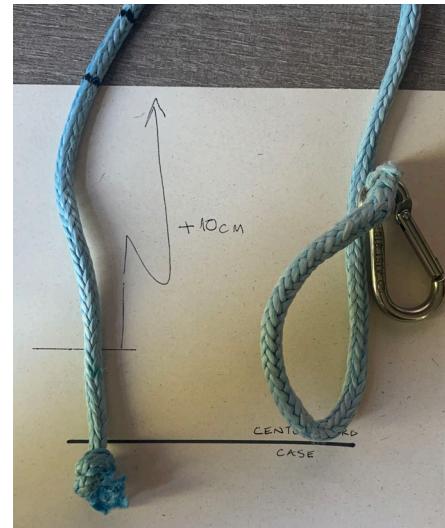
Also is very easy to leave an excess or a big knot in the end of the line that goes under the centerboard case. When this knot is changed or adjusted the line is extended several centimeters.

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Some sailors present their boat to



measurement with knots that seems to comply with rule C 8.4, because they have not an excess of line to be removed, but they have big and long knots. It looks obvious and any good measurer will ask for a better knot, but if we read the cold letter of our actual rule, this is allowed, even when the common sense says is this is not what we want. A measurer might ask the sailor to have a smaller knot, but to be fair, there is not a single rule to support that request either we like it or not.

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Also one or two middle knots in the line, making it shorter for lately release the knots and extend the line is a method widely used.

Almost every body knows how to make a splice. And for those who don't, they can always sew the knot in order to make it not adjustable.

This line should be installed at the factory !

Example of allowed splices:



The proposal contains also a minimal diameter on line. The reason for this is because smaller lines might break. If a capsize happens downwind there is not much problem, but when it happens upwind with the centerboard down, when the boat is turned upside down the centerboard will move and has plenty of distance to get momentum. If the line is not strong enough it will cut. I would also recommend only dyneema type lines or at least with a dyneema core.