



Received: 03/01/22

**From<sup>1</sup>:** LUIS SOUBIE (SCIRA COMMODORE)

**Email:** luis@soubie.com

**Summary: SHROUDS ADJUSTERS**

**Affects:**

Constitution	<del>By Laws</del>	<b>Class Rules</b>
Deed of Gift	<del>Rules of Conduct</del>	NoR or SI Template
Other		

**Objective:** discourage unfair racing

**Proposal**

C.9.3 CONDITIONS FOR USE, MAST

...  
(i) Rigging links and rigging screws shall not be adjusted while racing. **The use of any shroud adjusters that allows the manual adjustment of the shrouds with the rig under tension is not allowed.**  
...

C.9.6 CONDITIONS FOR USE, STANDING RIGGING

(a) The length of the shrouds and the forestay shall not be adjusted while racing.  
...

**Reasons:**

Even when trough the history of the snipe the shrouds were never allowed to be adjusted during racing, over the past decades we had authorized several devices that made the job easier.

In the 90's we changed the traditional pins adjuster for the "fast pins". This allowed the adjust to be faster and it was a big safety improvement, since



\_\_\_\_\_



Received: 03/01/22

the fast pin doesn't have a safety lock or a removable pin that can be missing over board while making the adjustment in the water.

With the fast pin system it was also easier to break the rules, but somehow the safety improvement justified the risk at the time.

Also, some of the "fast pin" adjusters had another pin on the higher hole, preventing the shroud to go loose during the task so it was a good device after decades of using the same old one.



Some years latter, we accepted the device with a screw and a bolt instead of pins. What we usually refer as a "sta master" adjuster, even when there is several brands in the market. This device was much more safe. The shrouds are never free during the adjustment, and it allows a sailor to adjust the length of the shroud releasing the tension of the rig and manual turning the screw.



There is no doubt about the safety of this device, the shrouds are never free, but many sailors breaks the rules and adjust the shrouds in the downwind leg while the crew is sailing sitting beside de adjuster. Is a very easy and almost invisible task, very hard to control.

When we accepted this device (and we relaxed on rules 9.3 and 9), in the same context, we required a mast step, under the deck, something that almost nobody changes ever and gives you smaller or zero advantage, to add a screw in order to fix it and not allow it to move during races. It just makes no sense. Without the screw was anyway imposible to be adjusted during racing, and anybody who once did the adjustment in the water knows that.

If rules of "CONDITION FOR USE" are good enough to avoid cheating, it must be at least the same for both devices, shroud adjusters and mast step) and if not, our rules should be much more hard on shrouds adjusters, that are more easy to cheat and gives a bigger advantage and we have exactly the oposite.

In addition to all this, recently appeared in the market a new device that allows hand changing of the shrouds, even when the shroud and the rig are under tension. That means that a crew, hicking upwind, can easily change the length of the shrouds using a handle. This is the kind of devices that boats like the J70 uses. On those boats, shroud adjustment is allowed while racing, and in hard wind, we have a crew adjusting

# SCIRA Proposal Form

Number 22-16



Received: 03/01/22

the shrouds on every gust several times on each upwind leg. Do we want this for the snipe?

This device adds nothing from the sta master in terms of safety or speed of adjustment. The only difference between both devices is that while the sta master requires a rig with no tension, this device can work under tension. So, in other words, in our class, this is a device that gives you only more facilities to break the rules and adds nothing in other aspects.

One of this device is called "Blue Wave (QRT rigging)" and you may see it on the photo. To adjust this device is so easy and invisible that the enforcement of the rules will be absolutely impossible for judges or other sailors.



So I ask the Board to consider one of the following 2 paths:

- a) Not allow this last device or any other similar that allows the adjustment of the shrouds under any tension.
- b) Allow shroud adjustment during racing

I think that option A is the way to go under the spirit of our Class