

SCIRA Proposal Form

Number 24-23
Received: 2/29/24



From¹: Spanish National Secretary

Email: secretaria@snipespain.es

Summary: Class Rule D.1.5 MATERIALS

Affects:

- | | | | | | |
|--------------------------|--------------|--------------------------|------------------|-------------------------------------|--------------------|
| <input type="checkbox"/> | Constitution | <input type="checkbox"/> | By-Laws | <input checked="" type="checkbox"/> | Class Rules |
| <input type="checkbox"/> | Deed of Gift | <input type="checkbox"/> | Rules of Conduct | <input type="checkbox"/> | NoR or SI Template |
| <input type="checkbox"/> | Other | | | | |

Objective: Provide safe environment to the crew

Proposal (include current & proposed changed wording- changes to be shown in red):

CURRENT:

D.1.5 MATERIALS

- (a)
- 2) Carbon or aramid fibres may be used only in the splash board if it is not moulded with the boat.
- 3) The deck may be made out of plywood

PROPOSAL:

D.1.5 MATERIALS

- (a)
- 2) Carbon or aramid fibres may be used only in the splash board if it is not moulded with the ~~boat~~ **deck.**
- 3) **Carbon fibre may be used in deck side panels if:**
 - i) **They are not moulded with the deck**
 - ii) **The maximum area of the panels is 1500cm²**
 - iii) **They shall not be used for fastening any rigging or fittings.**
- ~~3~~ 4) The deck may be made out of plywood

Reasons:

Some builders are using side panels, built of fiber glass (GRP), to protect cleats on the side of the deck, located between the skipper and the crew.

These fiber glass panels can be damaged because of the actions of the crew when hiking, when moving back in a reach in strong wind or other boat equipment. Also, the fiber glass panels may become softer after a few months of use.

If any of these panels are damaged can produce injuries on the fingers, hands or legs of the crew while sailing, from minor scratches to deep cuts with bleeding.

The use of carbon to built these side panels will help the safety of the crew, reducing the risk of breakage or damages. Studies prove that industrial carbon fiber is more than 20 percent stronger than the best fiberglass. Carbon fiber boasts a strength to weight ratio roughly twice that of fiberglass.

Also, the cost of producing the carbon fibre panels is not significantly higher than the current GRP and not impact the total cost of the boat.

¹ Proposals can be made by the Board, Technical Committee, National Secretaries or 5 fleet captains up to 1st March.