

SCIRA Proposal Form

Number 25-07
Received: 02/28/25



From¹: Alberto Bueno (NS Spain)

Email: : secretaria@snipespain.es

Summary:

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:

Correctly identify all the equipment on our boats, its manufacturer and construction date.

Proposal

New Rule

The mast, boom, pole, daggerboard and rudder will be engraved with a serial number for correct identification. On the sails these numbers will be included in the stamp already provided on the halyard grips or they will be placed with another stamp next to the first one.

The serial number, which shall consist of four digits followed by six more with the date, shall begin with 0001, followed by the year, month and day of manufacture.

The numbers will have a minimum height of 5 mm, shall be engraved on the corresponding equipment on the starboard side and the manufacturer will place its brand or logo on them.

They will be recorded in the following locations:

Mast: Vertically next to the halyard slot between 300 and 400 mm below the gooseneck

Boom: Between 100 and 200 mm from its front end.

Pole: No further than 200 mm from the front end.

Daggerboard: Less than 100 mm from the stern stopper

Rudder: Above top support

(*) Once this proposal is approved and before it's effective, manufacturers may propose to SCIRA their own marking procedure that ensures its inviolability and resistance over time. The proposal, which must be accompanied by samples or details of the procedure, will be studied by the Technical Committee, which will inform the Board appropriately so that they can decide if it is accepted.

Reasons:

Our own equipment verification rules, which frequently refer to construction dates, creates this need. See rule F.3.3, approved last year, and also rules C.8.5 (2) (3) (4) and C.9.2 (d) (e) (f) (g) which refer to equipment that, depending on its construction date - which we do not know - may or may not be legal.

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

SCIRA Proposal Form

Number 25-07

Received: 02/28/25



When we find equipment that is defective or that violates the rules, it is necessary to identify its manufacturer, manufacturing date and serial number so that we can inform them conveniently and correct the error made.

Once this system is standardized, the equipment verification procedure could be advanced by creating a database, where the serial numbers of the verified equipment will appear and these, in future championships and at the discretion of the measurer, will be verified or not.

The manufacturers of any product are responsible for ensuring that they comply with the rules and to do so, their products must be perfectly identified.