

Board's decisions on new rule proposals

Done!

The Board voted last week the proposals for new rules to be adopted by the Class beginning next year (excluding 25-02 which will be in force from January 1st, 2028, according to the Constitution). Seven out of ten proposal passed, two did not pass and one was withdrawn (duplicate of another proposal).

Here the vote summary:

25-01	<i>Passed with amendments</i>
25-02	<i>Passed with amendments</i>
25-03	<i>Did not pass</i>
25-04	<i>Passed</i>
25-05	<i>Passed with amendments</i>
25-06	<i>Withdrawn</i>
25-07	<i>Passed with amendments</i>
25-08	<i>Passed with amendments</i>
25-09	<i>Passed</i>
25-10	<i>Did not pass</i>

*Approved proposals from 25-01 to 25-07 are subject to WS approval.
Proposals 25-08 and 25-09 shall be in force beginning January 2026.*

According to the SCIRA Constitution and the WS rules, all new rules approved shall be forwarded to WS for evaluation and final approval.

All rules concerning the RoC will be effective on January 1st, 2026.

The final text of the approved rules to be submitted to WS is as follows:

25-01	C.5.1 FOR USE (a) OPTIONAL 3) Any multi function electronic compass with the following functions which can be displayed: • heading • heading +/- tacking angle • time • race timing information • device status information The electronic compass shall not store or deliver such information. A Notice of Race may include the use of electronic devices with the following functions: • GPS for tracking the course • starting line detection • OCS warning • Race finish results • data delivery: to be limited to after race delivery only if they can be provided by the OA and if approved by the SCIRA Technical Committee.
25-02	For boats built after January 1, 2028 The corrector weights shall be installed to the lowest part of the cockpit floor approximately over the centerline of the boat, max 1300mm forward or 1300mm aft from the aft part of the daggerboard slot. If bulkheads are present, between the front and rear bulkheads.
25-04	F.3.3 Bare mast weight, Spar weight. Clean mast weight does not include spreaders, shrouds or stay with their corresponding hardware, Spar doesn't include any type of support for the compass, any type of support and pulley for launching the whiskerpole. For mast spars manufactured after January 1st 2026: 7,900kg F.3.6 IDENTIFICATION (a) For mast spars manufactured after January 1st 2026, a serial number shall be engraved on the spar in figures of a minimum height of 7mm at no more than 250mm below the gooseneck on the starboard side in a visible position. The serial number shall include: • Month of production (MM) • Year of production (YY) • Any other combination of numbers from the mast manufacturer that will help to identify the mast. (b) For mast spars built after January 1st 2026, the manufacturer shall produce a certificate for each mast indicating that the mast is built according to the Class Rules.

25-05	G.2.2 CERTIFICATION (a) Sails must be signed and stamped by an official SCIRA measurer, an appointed MNA measurer or WS's IHC certification process before they are used in any sanctioned regatta or major championship. NOTE: application for WS IHC requested
25-07	C.1.2 Professional manufacturers shall engrave mast, boom, daggerboard and rudder for correct identification with a serial number consisting of four digits showing the month and year of manufacture of a minimum height of 7mm on the starboard side and any other combination of numbers from the manufacturer that will help to identify the rig and appendages. The mast shall be engraved according to Rule F.3.6. Boom, daggerboard and rudder shall be engraved as follows: boom between 100mm and 200mm from the fore end; daggerboard: within 100mm below the aft stopper; rudder: between the top gudgeon and the rudder head. A manufacturer logo may also be engraved.

The final text of the approved RoC rules in force from January 1st, 2026 is as follows:

25-08	RoC 8.3 Black Flag can be used after the first U flag General Recall in fleets with more than 45 boats only. This changes RRS 30.4.
25-09	RoC 9.3 Wind reading instruments shall be between 2 and 3 meters above the surface of the water. The duration of reading shall be 3 consecutive minutes prior to the race warning. The wind reading shall be taken from an unobstructed area on the RC vessel, it is recommended that there be a minimum 4 meters of free space surrounding the wind instruments. If during the race the wind speed goes under the minimum (5 knots) the RC may wait for the time limit to expire or abandon the race as per RRS 32.1(b). If during the race the wind speed goes over the maximum-wind speed established in the RoC or in the applicable DoG for more than 3 consecutive minutes the race shall be abandoned. (This changes RRS 32.1) If frequent heavy gusts go over the limit even for less than 3 consecutive minutes, the Race Committee and the SCIRA Representative, for ensuring a fair and safe race, may decide to not start or abandon the race. · For Masters events the maximum wind speed allowed shall be 15 knots · For Women's events the maximum wind speed allowed shall be 18 knots