

Current Rule Interpretations – 2002 Season (as at 29th April, 2002)

Rule	Interpretation
<p>4.2 The following may be replaced by any of similar type, size and function, but from any supplier:</p> <ul style="list-style-type: none"> Running rigging, except the jib halyard, with any of different length and diameter, except the spinnaker sheets which shall not be less than 6 millimetres in diameter. Aramid and high modulus fibres are permitted except for the mainsheet and spinnaker sheets. All lines must be of a uniform diameter. 	<p>Tapered lines</p> <p>Tapered lines are not permitted</p>
<p>4.3 The following additions and alterations are permitted and may include parts which can be obtained from any supplier:</p> <ul style="list-style-type: none"> The use of flexible adhesive tape and shock cord to prevent snagging of sails, sheets and lines is unrestricted but shall not modify the effective sheeting of any sail, nor the intended purpose or action of any equipment. 	<p>Bobbles</p> <p>The use of bobbles in the place of knots is unrestricted, providing that the bobbles are not used in any function other than a knot.</p> <p>Velcro</p> <p>The use of Velcro tape is unrestricted and will be interpreted as if it were plastic adhesive tape.</p> <p>Pole end modification</p> <p>The fashioning of a ring around the pole (outboard end) to prevent the pole retracting too far is permitted.</p> <p>Use of elastic</p> <p>It is permitted to use elastic to tidy away the spinnaker sheets.</p>
<p>4.3 The following additions and alterations are permitted and may include parts which can be obtained from any supplier:</p> <ul style="list-style-type: none"> The method of attaching sheets to jib and spinnaker is unrestricted provided that the attachment system is less than 10cm. 	<p>Jib sheet attachment</p> <p>The method of attachment of the jib sheets to the jib tack is unrestricted providing that the attachment is less than 10cm long.</p> <p>Gennaker attachment</p> <p>The use of a shackle/and or rope to attach the gennaker tack is permitted</p>
<p>4.3 The following additions and alterations are permitted and may include parts which can be obtained from any supplier:</p> <ul style="list-style-type: none"> Clips ties or bags to secure safety or other equipment are permitted. 	<p>Safety equipment</p> <p>The addition of righting lines is considered part of safety equipment and as such is permitted.</p>
<p>4.3 The following additions and alterations are permitted and may include parts which can be obtained from any supplier:</p> <ul style="list-style-type: none"> The mainsail ratchet block and centre jammer may be replaced by a single ratchet block in the same position. 	<p>Centre jammer</p> <p>Reversing the cleat on the centre jammer is permitted</p>
<p>4.3 The following additions and alterations are permitted and may include parts which can be obtained from any supplier:</p> <ul style="list-style-type: none"> One electronic or mechanical device correlating data relating to magnetic north and the boats heading may be fitted; One timing device may be attached to the boat. 	<p>Digital Compass</p> <p>A digital compass that has the functionality of a compass and timer maybe used on the boat. If one is used, no other timing device may be attached to the boat..</p>

Rule	Interpretation
<p>5.1 The Laser 4000 shall conform to these Rules. All the equipment listed in the Equipment list in Appendix 1 shall be carried in the position as supplied by the Builder and the Laser 4000 shall be rigged in accordance with the Rigging Diagrams in Appendix 1. In the case of a measurement dispute not explicitly covered by these Rules, the procedure set out in paragraph 5.2 shall be adopted.</p> <p>7.5 Whilst racing, the Laser 4000 shall be rigged in accordance with the Equipment and Rigging Diagrams contained in Appendix 1 and shall carry all the equipment and rigging included in those Diagrams.</p>	<p>Spreaders</p> <p>From a line taken between the centrelines of the shrouds at the spreader ends the distance from that line to the aft face of the mast shall be 150mm plus or minus 10mm.</p> <p>The spreader length measured from the centreline of the aft face of the mast to the centreline of the shroud shall measure 457mm plus or minus 15mm</p> <p>Spinnaker chute</p> <p>The aft end of the spinnaker chute must be attached to the existing fitting designed for that purpose and no other.</p> <p>Trapeze Elastic</p> <p>The trapeze elastic must be rigged in accordance with the rigging diagrams, no extra fittings even constructed from elastic can be used. The trapeze elastic once rigged in accordance with the rigging diagrams, may then be led under the trapeze racks.</p> <p>Outhaul lead</p> <p>It is permitted to lead the outhaul to the aft end of the boom after it has passed through the outhaul cleat.</p> <p>Mainsheet Strop</p> <p>The mainsheet strop shall consist of one piece of rope tied to the existing attachment points.</p> <p>Footstraps on Racks</p> <p>The footstraps on racks may be made of webbing, plastic, string.</p> <p>Spacers on Rudder blade</p> <p>If, due to manufacturing error, the head of the rudder blade is loose in the rudderstock, spacers may be attached to the side of the rudder blade head to ensure that the blade does not move within the rudderstock.</p> <p>Trapeze wires</p> <p>The trapeze lines must be of wire of at least 3500mm length.</p> <p>National Letters and Sail Numbers.</p> <p>National Letters must be placed within a rectangle 900mm height and 1400mm length, whose bottom aft corner is placed at the mid height aft point of the 2nd baton pocket from the foot of the mainsail. The Starboard Letters shall be above the port.</p> <p>Sail Numbers must be placed within a rectangle 900mm height and 1400mm length, whose top aft corner is placed at the mid height aft point of the 2nd baton pocket from the foot of the mainsail. The Starboard Numbers shall be above the port.</p>

Measurers Notes

Changes to Interpretations:

1 Sail Numbers

The measuring diagrams that indicate the position of the Sail Numbers is impossible to support, as it would probably disqualify everyone in the fleet, possibly even those who have tried to comply with the letter of the law. Therefore we have written an interpretation to allow for a level of tolerance. This introduces a simple rectangle, within which the sail numbers must be placed.

2 Cunningham and Kicker Ball Bearing Blocks

The interpretations are exactly that. They cannot materially change a rule. There is a rule expressly permitting the placement of only NON-ball bearing blocks under the wings for the Cunningham and Kicker tidies. The interpretation allowing ball bearing blocks is therefore deleted.

3 Length of Trapeze Wires

The previous interpretation regarding shortening trapeze lines was ambiguous. Therefore a minimum length of wire required for the trapeze lines has been introduced.

4 Mainsheet Strop

The interpretation with regards to attaching of mainsheet strop allowed for one piece of rope to be attached "in any fashion the owner wishes". This is ambiguous and would appear to alter the word of the By Law. As in item 2 this is not the remit of an interpretation and therefore the wording has been simplified.

5 Foot Straps

Again an interpretation cannot materially change the rule itself, and therefore removal of the foot straps is not allowed as per rules 5.1 and 7.5.

Measurement Policing:

As stated above, an interpretation cannot materially change the rule it interprets. It can only clarify points of ambiguity or impossibility. Therefore certain previous, erroneous interpretations have been removed.

There has been debate on Mainsheet strops published on the chat page. To clarify the situation, a strop that contravenes any of the listed rules or interpretations, including non-linear diameter, will not be allowed.

There is a rule concerning fairing and finishing of foils. This rule has been somewhat flaunted in the past, the intention is to tighten up on this.

Spinnlock have recently released a new type of halyard cleat, featuring a single cam in a horizontal plane, with a release mechanism. The use of these contravenes the rules and as such will not be allowed. It clearly states that Cam Cleats "may be replaced [only] by any of similar type, size and function".

It is the intention to issue these interpretations in early May 02, and police them positively from June 02 onwards.

We will also be including a formal scrutineering session at the Nationals at Weymouth over the first weekend, so that all boats know they satisfy the measurement requirements before racing.

It is our intention whilst policing these rules to create a level playing field for all who race. We interpret the rules only to the intention of the rules, in creating one-design racing on a boat sailed and controlled only by the methods originally intended. Where there is ambiguity in both interpretation and policing, there is opportunity for argument. We wish only to protect those who race the boat by the spirit within which it was conceived.