

**INTERPRETATION ON THE INTERNATIONAL ONE METRE CLASS RULES**

Request for interpretation of IOM Class Rules from GBR NCA as follows:

Question 1)

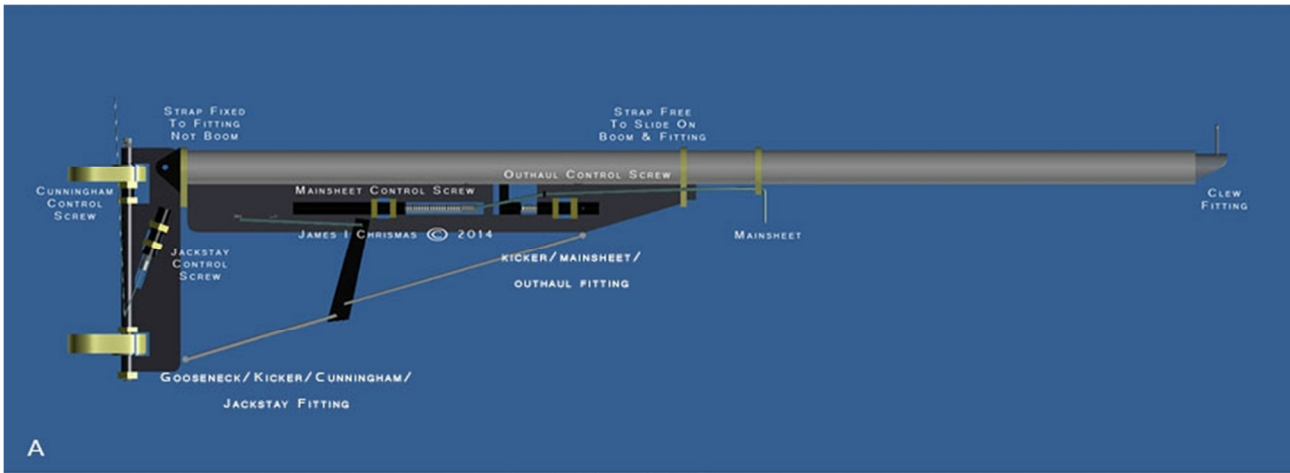
Is the fitting hanging below the main boom and described by the owner as 'kicker/mainsheet/outhaul fitting' permitted?

Question 2)

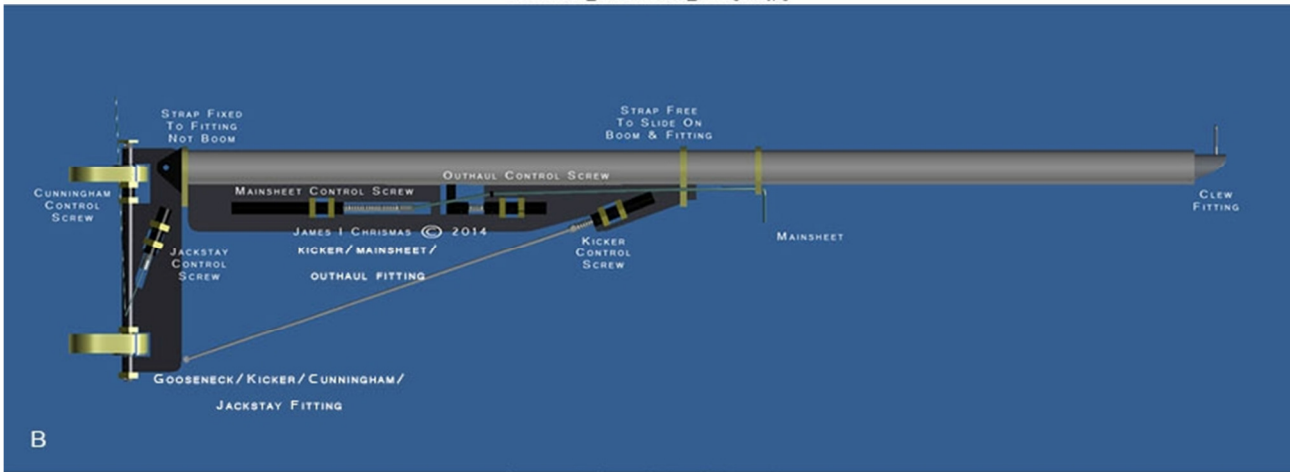
Is the vertical fitting rotating about the gooseneck and kicking strap mast fittings described by the owner as 'gooseneck/kicker/cunningham/jackstay fitting' permitted?

Discussion

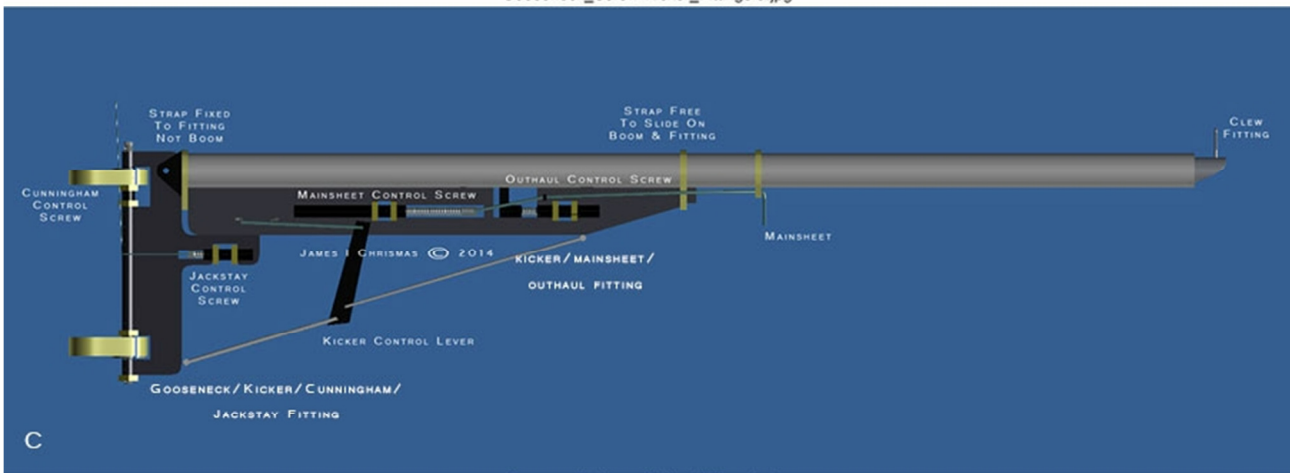
Four diagrams of this proposed arrangement under the **main boom** and behind the **mast** are shown in the diagrams below. There are two designs, with a variation of each, B and D showing a screw adjustment to the kicker and A and C showing a lever adjustment. It is assumed for the purposes of this request for interpretation that the size of the **main boom** and **mainsail clew** fitting comply with the relevant IOM CR. It is confirmed that the design of the kicking strap will be such that it cannot act in compression.



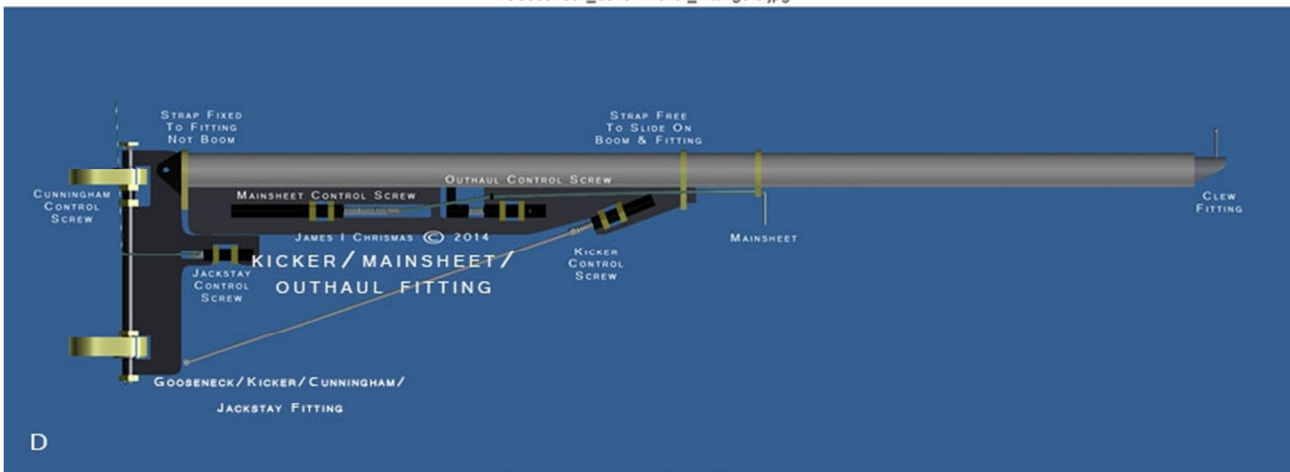
Gooseneck\_Lever-Kicker\_Fittings-a.jpg



Gooseneck\_Screw-Kicker\_Fittings-a.jpg



Gooseneck\_Lever-Kicker\_Fittings-b.jpg



Gooseneck\_Screw-Kicker\_Fittings-b.jpg

## Relevant rules applicable to answers

### The IOM Class Rules

#### Introduction of IOM Class Rules

The rules in Part II are closed class rules which means that anything not specifically permitted is prohibited.

#### F.2.3 LIMITATIONS

The function of items shall be limited to what is normally provided by items of their type.

#### F.2.4 CONSTRUCTION

(a) Fittings and/or control lines may be combined provided their function is not extended beyond what is permitted.

(b) The position of parts, and the length and tension of **rigging**, may be adjustable unless otherwise restricted.

### F.3 MAST

#### F.3.3 FITTINGS

##### (a) MANDATORY

- (3) Gooseneck.
- (4) Kicking strap fitting.

##### (b) OPTIONAL

- (7) **Mainsail** jackstay fittings.
- (8) **Mainsail tack** fitting(s).

### F.4 BOOMS

#### F.4.3 MAINSAIL BOOM FITTINGS

##### (a) MANDATORY

- (1) **Mainsail clew** fitting(s).
- (2) **Mainsail boom sheet** fitting(s).
- (3) Kicking strap fitting.

##### (b) OPTIONAL

- (1) **Mainsail tack** fitting(s).
- (2) **Gooseneck** fitting.
- (3) Opening(s) for **mainsail boom sheet** fitting.

## Equipment Rules of Sailing

### C.2.2. Closed Class Rules

**Class Rules** where anything not specifically permitted by the **class rules** is prohibited.

#### Answer on question #1

##### Discussion

Class Rule F.2.4 (a) permits (the permitted) fittings to be combined providing their function is not extended beyond what is permitted.

In this case the mainsail boom sheet and mainsail clew fittings are combined by way of being attached to the plate which is itself attached to the boom. The kicking strap attaches to that plate rather than to the boom itself. The plate does not meet the requirements of the kicking strap fitting because it extends its function by its size providing additional 'area' with the potential to add to the driving force of the rig and to stiffen the boom in a selective way. Nor is the plate is a permitted fitting or termination in its own right.

##### Conclusion

The plate below the **main boom** shown in diagrams A, B, C and D is not permitted.

#### Answer on question #2

##### Discussion

Class Rule F.2.4 (a) permits (the permitted) fittings to be combined providing their function is not extended beyond what is permitted.

In this case the mainsail tack and mainsail jackstay fittings are combined by way of being attached to the plate which is itself attached to the mast via a shaft. The gooseneck and kicking strap are not attached to the mast but are attached to the plate. The plate does not meet the requirements of the gooseneck or kicking strap fitting because it extends their function by its size providing additional 'area' with the potential to add to the driving force. Nor is the plate is a permitted fitting or termination in its own right.

##### Conclusion

The plate behind the **mast** shown in diagrams A, B, C and D is not permitted.

Interpretation decided 7<sup>th</sup> March 2015.

Graham Bantock, Chairman of Technical Committee of the IRSA

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