

Interpretations requested on the FSCRS - issued June 2023.

Introduction

The FS COG proposed a version of the FSCRS in February 2022 which was placed on the MYA website along with a request for interpretation on some 32 clauses.

The FS COG proposed another version of the FSCRS in February 2023 which addressed some, but not all, of those items and, importantly, did not address the items notified as essential content from MYA Council's point of view.

Council is minded that the major events planned for 2023 shall be run using class rules that acknowledge MYA Council's authority over its rules and that do not contain known ambiguity or error.

To this end a version of the FSCRS, similar to the version proposed in February 2023 but with essential content added, is issued. Alongside that document these interpretations and Q&As (posted on the MYA website here - <https://www.mya-uk.org.uk/questions-and-answers/>) are issued, as prescribed in the MYA Class Owner Group Framework, so that the race committee, measurers, protest committee and competitors alike are all aware of the class rules that apply.

Understanding these class rule interpretations.

Where the class rule is found to be unclear an interpretation shall be issued. The interpretation shall be reported to MYA Council for ratification. Where no Class Captain exists the MYA shall post the outcome on the MYA website. The interpretation has the status of a class rule with immediate effect.

Note that interpretations may not be used to change an existing class rule. An interpretation shall have the status of a class rule and shall remain valid until superseded by a class rule amendment or for a maximum period of two years.

If the effect of an interpretation (or Q&A) is not in line with past practice and is felt to be undesirable, the correct course of action is for a class rule change to be issued. Where a class rule change is considered to be essential with minimal notice for an MYA event to proceed smoothly, it is possible for MYA Council to use the sailing instructions for the event to make the required change.

The effect of some of the first two interpretations here (and Q&As posted on the MYA website) undoubtedly falls into this last category indicating that class rule changes by way of the sailing instructions, approved by MYA Council, will be necessary.

Q1 Is it permitted to use springs and elastic lines typically used on the vane gear and booms for causing/aiding a boat to guy?

Q2 Is it permitted to use a trim tab and/or rudder that operates under the action of its own weight/buoyancy?

Relevant rule

2.2 Steering

2.2.2 The use of steering gear(s) with electronics, timing devices, or any other mechanism not primarily activated by the force of the wind is prohibited.

Discussion

The clause is understood to mean that for steering:

- Electronic equipment is prohibited
- Timing devices are prohibited
- Any other device not primarily activated by the force of the wind is prohibited

Vane gears are usually fitted with devices, activated by tension stored in a spring or elastic, that deliberately affect the steering to induce a guy. Such springs are not primarily activated by the force of the wind and are prohibited.

Vane gears and tiller arms are usually fitted with devices, activated by tension stored in a spring or elastic, that deliberately restore those items to a central position after displacement. Such springs or elastics are not primarily activated by the force of the wind and are prohibited.

Vane gears may have one or more axes that are non-vertical when the boat is upright. The result is that gravity will cause the vane gear to adopt one or other tack when in broken mode even when there is no wind. Such vane gears are not primarily activated by the force of the wind when there is no wind and are prohibited.

A weighted trim tab may be operated by gravity due to its weight in water. Such trim tabs are not primarily activated by the force of the wind and are prohibited.

A rudder will be affected by gravity due to its weight and buoyancy. However, this is not the primary activation and it is permitted.

A tension device attached to a headsail boom, often referred to as a 'Liverpool Boy', can be used to assist the operation of a guy by initially backing a headsail which, in turn, steers the boat. Such devices are not primarily activated by the force of the wind and are prohibited.

A similar tension device can be used on the main boom to assist the operation of a guy by backing a mainsail which, in turn, steers the boat. Such devices are not primarily activated by the force of the wind and are prohibited.

FSCRS 2.2.2 applies only to steering. With no global prohibition on the use of rc control, or of powered control, these are permitted for other purposes e.g. sail control, rig control.

With the exception of the effect of weight and buoyancy on the rudder, and the possible exception of the prohibition of weight activated trim tabs, all these cases are assumed to be un-desirable outcomes.



A1/A2 The use of the following are prohibited:

- springs, elastic and other tension devices for that affect the action of a vane steering gear.
- non-vertical axis(axis) of a vane steering gear.
- trim tab that is activated by weight.
- spring, elastic or other tension device that biases a headsail boom or main boom.

Unrelated to steering is the control of rig and sails – it follows the use of the following are not prohibited by clause 2.2.2 and are permitted:

- rc control for sail and/or rig control.
- powered control for sail and/or rig control.

Q3 Can the spinnaker and/or spinnaker halyard of an A Class be attached to the headsail luff spar?

Relevant class rule

5.5 Spinnakers and spinnaker poles

5.5.3 The attachment point of the **spinnaker** to the **mast** shall be aft of a straight line between the foretriangle height **limit mark** and the foretriangle deck **limit mark**.

Discussion

It is understood that the attachment point of the **spinnaker** (or its halyard) is required to be aft of a straight line between the foretriangle height **limit mark** and the foretriangle deck **limit mark** and, therefore, below the foretriangle height **limit mark**. There would be no point having this limit if the attachment point should be on the **mast** alone and no higher than the foretriangle height **limit mark**.

A3 The **spinnaker head** and/or **spinnaker halyard** of an A Class may be attached to the **headsail luff spar** or the **mast** providing the attachment point is aft of a straight line between the foretriangle height **limit mark** and the foretriangle deck **limit mark** and below the foretriangle height **limit mark**.

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end

