



19 November 2009

— Question 47:

#### REQUEST FOR INTERPRETATION

Question: Under the TP52 Rule, whether 2009/2010, 2010/2011 or 2011 is it allowed to create a headstay chainplate system that allows the headstay at sheer level to move along the centreline, for instance by fitting the headstay to a car and track arrangement?

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#### CONSIDERATIONS

This is not an option that any of the current rules describes specifically. In itself that is enough reason not to certify a boat with such a layout, as in a closed class rule “anything that is not specifically permitted is forbidden”.

The mast by various rules can be concluded to have a fixed aft point at deck level, as well as at the step. Like C.6.1, D.18.1, K.4.5, L1.11.e (references to the 2010/2011 Rule).

The rule is very firm on the relation between the position of the mast and where the headstay intersects the sheer: J. J shall never be more than 6.19m (2009/2010 Rule), or 6.20m (2010/2011 Rule).

It is allowed to choose a J that is less than 6.2m. But the rule is quite clear that variations of the position of mast and/or J and/or the position of the headstay from as certified need to be brought to the attention of a class measurer and probably will lead to remeasurement and a new certificate. See L1.11.e. From this it can be concluded that variations other than specifically mentioned (like in in C.6.1 and D.27.1) are not allowed when racing.

The mast position at deck level when racing is allowed by natural movement to move a maximum of 0.03m forward of the aft most point.

NOTE: some teams read the rule such that you can during racing vary the position at deck level by bringing a temporary chock or wedge between the mast and the permanent chock that restricts the mast from going further aft than the aft most position. This practice has been noticed but not deemed so disturbing that it required action. Nevertheless it has been addressed in the 2011 TP52 Rule and is forbidden from 1 January 2011, see C.6.1 NOTE in the 2011 TP52 Rule.

The headstay is also allowed natural movements. These can be caused by trimming the backstays, the headstay ram, the sails or putting tension on a halyard fitted to the bow to balance a rig whose backstays are slacked of (I.5.8 NOTE).

Rule I.5.8.e says that forestay and shrouds have to be connected by conventional turnbuckles, toggles or linkplates. This leaves room to discuss “connected to what?” But a track and car system can be seen as outside the scope of what usually is called a chainplate.

Rule C.6.2 permits certain adjustments of rigging. It gives a limited number of options. Thus any other option is not permitted.

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#### INTERPRETATION

A movable headstay chainplate is not specifically permitted by the 2009/2010, 2010/2011 and 2011 TP52 Rules and thus forbidden under these rules.