

# Interpretation 2012- IOM – 1

## INTERPRETATION ON THE INTERNATIONAL ONE METRE CLASS RULES

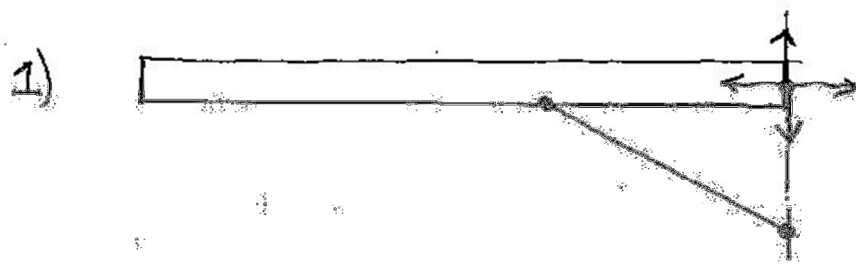
Interpretation requested by the Graham Bantock, commercial builder, as follows:

Which of the following rig arrangements are permitted?

### Case 1

#### Questions:

The kicking strap is not adjustable and is fixed at each end. The forward end of the main boom is moved (up & down or fore & aft) using a fitting that is a) combined with the gooseneck fitting or b) in addition to the gooseneck fitting.



#### Decisions:

In all decisions it is assumed that kicking strap, as part of **running rigging**, is capable to work in tension only.

#### Case 1(a)

The IOM Class Rules do not specifically permit a special fitting to adjust the forward end of the boom up and down, or fore and aft. This arrangement is therefore prohibited.

IOM Class Rule F.2.4(b) however permits the gooseneck to be adjusted and there are no restrictions as to the directions.

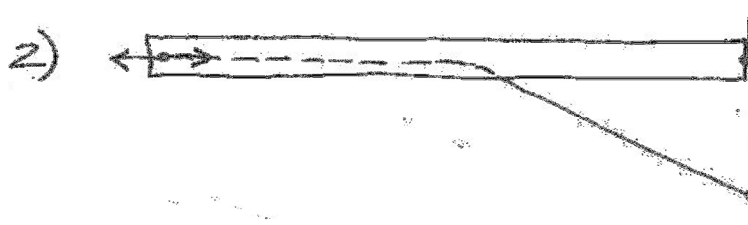
#### Case 1(b)

The IOM Class Rules do not specifically permit such an "additional fitting". This arrangement is therefore prohibited.

### Case 2

#### Questions:

The kicking strap passes through the boom and is adjusted in a fore & aft direction at the aft end of the main boom by using a fitting that is a) combined with the clew fitting or b) in addition to the clew fitting.



#### Decisions:

#### Case 2(a)

IOM Class Rule F.4.3(a)(3) requires a kicking strap fitting, IOM Class Rule F.4.3(a)(1) requires mainsail clew fitting(s) and IOM Class Rule F.2.4(a) allows fittings to be combined. This arrangement is therefore permitted.

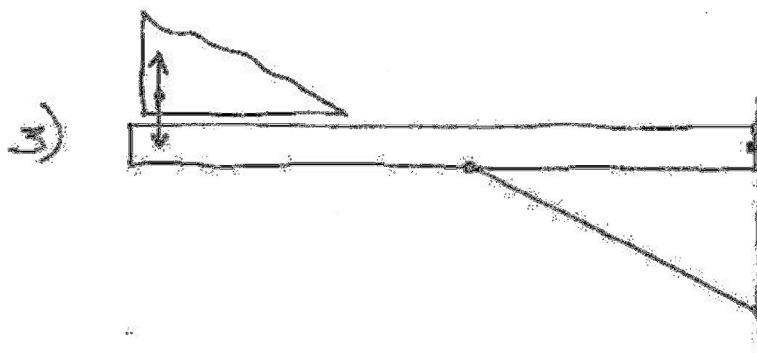
#### Case 2(b)

IOM Class Rule F.4.3(a)(3) requires a kicking strap fitting. This arrangement is therefore permitted.

### Case 3

#### Questions:

The kicking strap is not adjustable and is fixed at each end. The forward end of the **boom** is not adjustable on the gooseneck in any direction except for rotation. The **clew** of the **mainsail** is adjustable vertically by using a line that is a) combined with the clew fitting or b) in addition to the clew fitting.



#### Decisions:

##### Case 3(a)

IOM Class Rule F.4.3(a)(1) require mainsail clew fitting(s), IOM Class Rule F.6.2(b)(2) permits a mainsail clew line and IOM Class Rule F.2.4(a) permits fittings and control lines to be combined. This arrangement is therefore permitted.

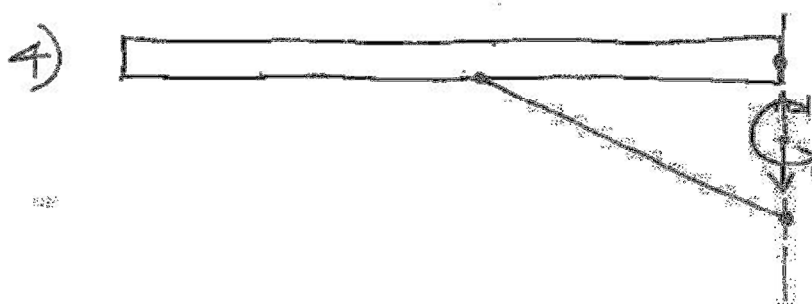
##### Case 3(b)

IOM Class Rule F.4.3(a)(1) require mainsail clew fitting(s) and IOM Class Rule F.6.2(b)(2)) permits a mainsail clew line. This arrangement is therefore permitted.

### Case 4

#### Questions:

The kicking strap is not adjustable and is fixed at each end. The forward end of the boom is not adjustable on the gooseneck in any direction except for rotation. The rotational axis of the gooseneck is adjustable by a) rotation or b) in vertical position with respect to the mast.



#### Decisions:

##### Case 4(a)

IOM Class Rule F.2.4(b) permits fittings to be adjusted and there are no restrictions as to the directions. This arrangement is therefore permitted.

##### Case 4(b)

IOM Class Rule F.2.4(b) permits fittings to be adjusted and there are no restrictions as to the directions. This arrangement is therefore permitted.

### **Case 5**

#### **Question:**

As case 1 except that the kicking strap is adjustable.

#### **Decision:**

IOM Class Rule F.2.4(b) permits an adjustable kicking strap. The Case 1 interpretations apply to the "additional fitting".

### **Case 6**

#### **Question:**

As case 3 except that the kicking strap is adjustable.

#### **Decision:**

IOM Class Rule F.2.4(b) permits an adjustable kicking strap. The Case 3 interpretations apply to the boom fitting(s) and the line.

### **Case 7**

#### **Question:**

As case 4 except that the kicking strap is adjustable.

#### **Decision:**

IOM Class Rule F.2.4(b) permits an adjustable kicking strap.

End

Interpretation decided on 30 July 2012 by a Sub-Committee:

Val Provoost, Technical Committee Chairperson of the IRSA  
Remi Bres, Technical Committee member of the IRSA  
Robert Grubisa, IOM ICA VC Technical