Rule Challenges & Interpretations to Bylaw 1 (ISCA Class Rules)

Challenge Record Number:	2 – Foerster Depower Rig
Date of Challenge:	June, 2011
Challenger:	Brent Evans, USA (reportedly improvised by Paul Foerster)
Challenge:	To allow a single depowering line, different than the standard "Jens" line to be used as a "rig" to lower the point at which the upper spar lies against the mast. A purchase is used in the depowering line to make tensioning the line easier and the line is used for nothing else. See photographs attached below.
Applicable Rules:	3.7.3 which allows that "a rig to lower the point at which the upper spar lies against the mast (known as the Jens Hookansen Rig) may be tied with an extra piece of line used solely for that purpose".
Interpretation:	Allowed
Reasoning:	Although not the same rig and not know as the Jens Hookansen Rig, the extra piece of line used in this new arrangement produces the same result, mainly to lower the point at which the upper spar lies against the mast and is used solely for that purpose. This newer rig allows a depowering line to be tied in prior to leaving the beach and can be lowered quickly by simply being untied. This produces a safety factor when heavy wind conditions develop during the day or during a squall, as sails do not have to be lowered to tie in the standard Jens rig. Note: this "rig" is much easier to tie in than the "Gust Adjust" rig.
Presented to the Advisory Council:	August 8, 2012 (via email)
Advisory Council Vote:	August 19, 2012. Favorable recommendation
Date presented to World Council:	September 30, 2012 by email
World Council vote:	October 17, 2012. Tabled for further discussion and vote. **Until the World Council rejects or modifies, this interpretation is allowed.**
Date published to Class website:	December 15, 2012

Regular halyard (gray color) tied in normal position and depowering line (blue line) tied down as far as 20-inches lower on the upper spar

A very small bowline is tied at the bitter end of the depowering line (at the free end of a rolling hitch)

The depowering line is led around the mast, back through the very small bowline and then with the halyard up through the mast cap

Both the halyard and depowering line pass through the mast cap

Both the halyard and depowering line are hoisted simultaneously and the depowering line loop around the mast rises and adjusts automatically

Initially, the halyard is tensioned to its normal position and then the depowering line is tensioned and cleated off

After both halyard and depowering line are tensioned, both are cleated. The depowering line remains cleated and the halyard is used to control the extent of depowering (for full power, keep the halyard fully tensioned. For full depower, release the halyard fully and the sail falls down onto the depowering line).