

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

<u>Challenge Record Number:</u>	3 – Gust Adjust
<u>Date of Challenge:</u>	No. American Championship, Erie, PA
<u>Challenger:</u>	Tony Collins, USA
<u>Challenge:</u>	To allow a depowering line known as the Gust Adjust, 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 improve ease of tensioning. See video of the rig by visiting: www.sailgroove.org/video/281864
<u>Applicable Rules:</u>	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”.
<u>Interpretation:</u>	Approved with the caveat that the top loop, if tied directly to the mast cap hole (as shown in the video) so that it loads the cap unduly and causes the cap to fail, no redress would be allowed.
<u>Reasoning:</u>	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.
<u>Presented to the Advisory Council:</u>	September 30, 2012 (email)
<u>Advisory Council Vote:</u>	October 14, 2012 Favorable recommendation
<u>Date presented to World Council:</u>	September 30, 2012 (email)
<u>World Council vote:</u>	October 17, 2012. Tabled for later vote. Note: until the World Council rejects or modifies this interpretation it remains legal to use.
<u>Date published to Class website:</u>	December 15, 2012