

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

<u>Challenge Record Number:</u>	5 – Adjustable boom vang with multiple purchases
<u>Date of Challenge:</u>	Unknown
<u>Challenger:</u>	Unknown (possibly Paul Foerster)
<u>Challenge:</u>	Allow an adjustable vang with multiple mechanical advantage purchases tied within the halyard running end, led back to the cockpit so it can be adjusted while underway.
<u>Applicable Rules:</u>	3.7.2 “The halyard may be any length and diameter. The running end of the halyard may be used as a boom vang and/or to pull the boom out in light air. A purchase may be used to draw the halyard tight, provided the sail can be readily lowered in an emergency”.
<u>Interpretation:</u>	This type of adjustable vang had previously been allowed.
<u>Reasoning:</u>	Applicable rule 3.7.2 makes no stipulation to prohibit purchases being used in the boom vang line (running end of the halyard)
<u>Further input/discussion:</u>	<p>Some of our rules are specific as to where purchases can and can't be used. For example 3.5.6 allows for any number of purchases in boom outhaul/inhaul lines, 3.7.2 allows for a purchase in the halyard to draw the halyard tight and 3.7.1 provides that a purchase may not be used in the mainsail.</p> <p>Also, some of our rules make no stipulation as to whether a purchase is allowed or not. For example 3.7.3 does not say that a purchase is either allowed or prohibited when using a Jens rig for depowering and 3.7.2 makes no stipulation to either allow or prohibit purchases in a boom vang.</p> <p>Having an adjustable vang led back to the cockpit with several purchases to enable adjustment while underway gives an obvious advantage to a competitor.</p> <p>A practical drawback to this arrangement is high loading of the deck bullseye (with 5:1 or 7:1 purchases) that will result in easier failure of the bullseye fitting. Higher loading of the deck bullseye (pulling the bullseye in an upward direction) will arguably result in an increased tendency to separate the fiberglass deck and/or hull from its foam blocks.</p> <p>If this arrangement were to be allowed it would be appropriate to change 3.7.2 to specifically allow purchases to be tied within the vang line.</p>
<u>Presented to the Advisory Council:</u>	September 3, 2012 (by email)
<u>Advisory Council Vote:</u>	September 16, 2012 (Unfavorable recommendation)
<u>Date presented to World Council:</u>	September 30, 2012 (email)
<u>World Council vote:</u>	October 17, 2012 (Rejected) As a result, an adjustable vang using purchase loops to create mechanical advantage is not permitted. Also, a vang line led back to the cockpit to allow adjustment while underway is not permitted.
<u>Date published to Class website:</u>	December 15, 2012



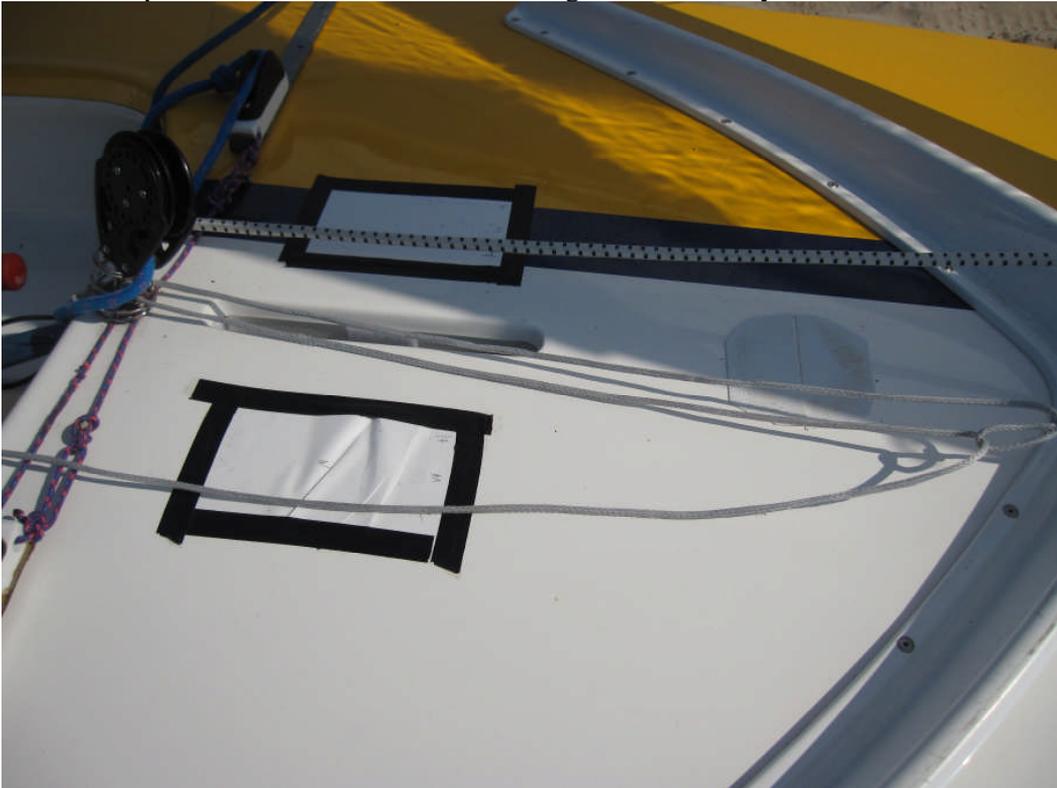
Standard vang with tail of main halyard starting with the running end tied to the deck bullseye with a bowline, passed over the top of the vang, back through the bullseye and then to the deck cleat. A 2:1 mechanical advantage is produced but no purchases are tied in the vang line.



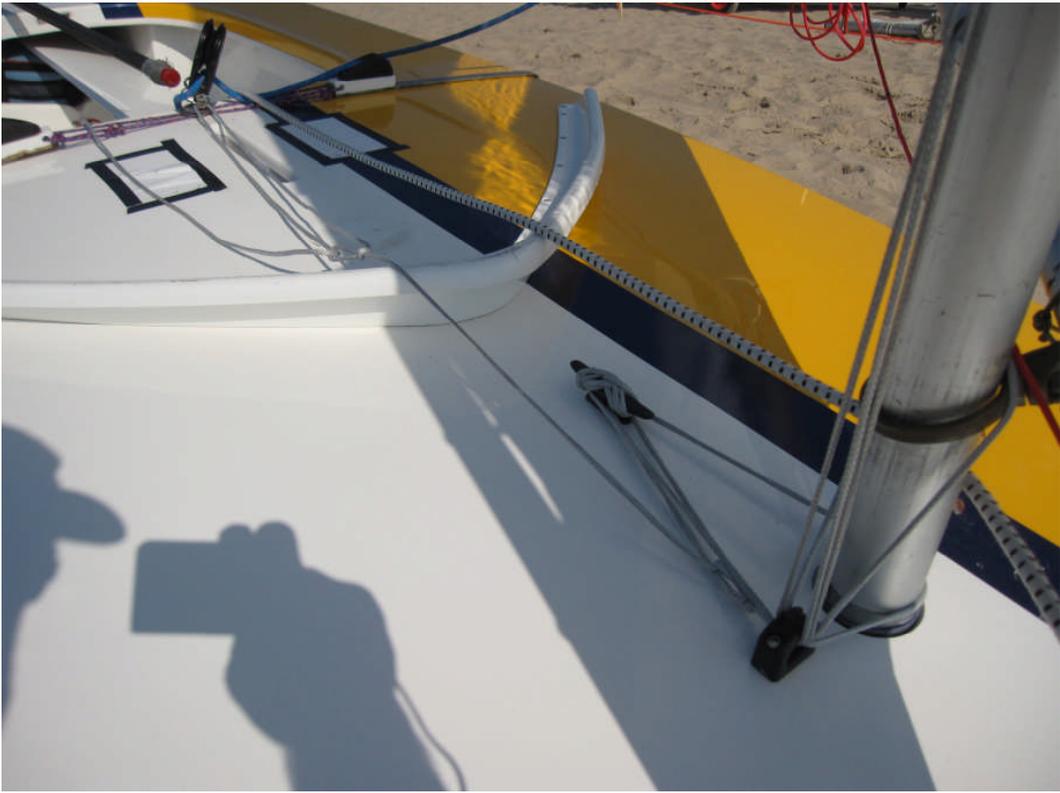
Beginning of an adjustable vang with one purchase tied in near the deck bullseye (the deck cleat is used as a fixed point to develop 3:1 mechanical advantage)



Additional purchases are added as the running end of the halyard is led back to the cockpit



Running end lead through mainsheet block strap eye and eventually to the cockpit (additional purchases can be tied into the line to improve mechanical advantage to 7:1 or greater).



Full adjustable vang tied in and led back to cockpit