

## NSOA Statement re Rules interpretation

Recent social media stories require the NSOA to urgently clarify interpretations that have been circulating.

To this end an urgent meeting with representatives of the NSOA and the RYA have sought to clarify the full position.

It is important to note that the Class Rules should be read in conjunction with the Equipment Rules of Sailing (ERS) controlled by World Sailing (formerly ISAF). The committee that control the ERS have defined 3 words that are used within our class rules, and these are applicable and below is the wording given to us by the RYA.

“The following definitions of such actions have been agreed by the World Sailing Equipment Control Sub-Committee and whilst not directly referenced within the Squib Class rules, form a good understanding in the understanding of those terms when used in the Standard Class Rules format – in which the Squib Class rules are written.

- a. Maintenance - Maintenance shall constitute work required to retain the original condition of an item of equipment whilst compensating for normal wear and tear in order to achieve its maximum useful life. This includes preventative maintenance which shall be taken as the systematic inspection, detection and prevention of incipient failures before they become actual or major failures.
- b. Repairs - Corrective action following unintended damage to a component. Repairs shall be carried out using permitted/approved materials. Repairs shall constitute work required to restore the original condition of an item of equipment whilst compensating for any additional material required to return the component to its original characteristics.
- c. Modification – An alteration to an existing component that is not within the original or intended specification or tolerance of that component.”

Under the Repairs we had discussions about the definition as it applies to the Squib. For example, under the unintended damage to a component, this would cover rot / degradation of the plywood structure of the Squib, and providing the repair is on a like for like basis this is covered by this rule. Thus simply put, replacing floors and tanks and ribs in a Squib is permitted repairs when carried out by the owner or appointed boatyard.

In the case of for example when replacing the rear tank. If a half height version is replaced by a full height this is classed as modification. However as the class rules give this clearly as an option and dimension it, this is an approved modification, thus is acceptable.

It must however be noted that a repair of this magnitude does require the boat to be re-measured, and that is clearly stated in the current class rules, and has always been a requirement.

Many will be aware that the class rules are being overhauled.

We are not looking to change the way anything operates today, but the following example is a good illustration of what this is about.

Take the rule on masts.

### **F.3.3 FITTINGS**

- (a) MANDATORY
- (1) Mast head crane
- (2) Shroud fittings
- (3) One set of swinging spreaders
- (4) Mainsail halyard sheave box
- (5) Headsail halyard sheave box
- (6) Spinnaker halyard sheave box
- (7) Spinnaker pole fitting
- (8) Spinnaker pole lift block with attachment

- (9) Spinnaker pole downhaul block with attachment
- (10) Gooseneck
- (11) Kicking strap attachment
- (12) Heel fitting

Note that all the sheave boxes are quoted in the singular. So there is no provision for bringing a halyard out of the mast low down through a sheave box. Of course when the rule was written the heel fitting would contain a row of sheaves, now it does not. Hence we need to amend the rule to reflect what is the case today. Nothing major, but the devil is in the detail.

Malcolm Blackburn  
Chairman Tech sub committee.