

Flying Scot® Sailing

Chief Measurer Report March 2000

UPPER JIB GIRTH

1. The existing measurements for the jib, with only minor change, have been used since the class was formed. I seem to remember a problem with the foot roach in the early 80s on some new sails and a line was added to the template to check this dimension. Other than that I don't believe there have been any changes.
2. All the discussion on the "tight rig" has led to the current perception that there can be an increase in performance of the jib by making it bigger. The present control of the jib roach is by batten length and position along with the requirement of only one set of sails to be added in a year. If the roach were substantially increased the life of the sail would be limited to the first windy day of use. Even so, it could be perceived that one should carry two jibs aboard, one for heavy air and the big one for light air. This is not good for the class.
3. The girth on the jib is different from the roach because the luff of the jib is hollow to account for the head stay sage. If you sail with a tight rig you need a sail cut with less hollow in the luff (more girth) so it will set better in light air.
4. As requested by the Governing Board the Measurements Committee, after considerable review with the primary class sail makers and with the members of the Measurement Committee is pleased to submit the following draft amendment to the Official Sail Plan:

The upper girth of the jib will be measured at the top batten. The girth is measured from the leach of the sail at the middle of the top batten pocket to the luff. The maximum dimension shall be 32 ¾ inches measured perpendicular from the luff.

5. The approach was chosen to make measurement easier since that is required is a batten that is 32 ¾ inches long. This batten is held at the leach in line with the middle of the batten pocket and swung in an arc and if the luff is inside the end of the batten at some point (this will be perpendicular to the luff) the sail is legal.
6. All jibs manufactured before Y2K "grandfathered" in as all current measurement requirements are met.

TIGHT RIG

1. Background: The first time we raced a "tight" (snug) rig was at the North Cape NACs when I was crewing for son David. I was experimenting to see if it had an adverse impact on performance because I felt the loose rig was hard on the boat particularly for club boats and for daysailors. I believe that the loose rig is the primary reason that the base of the

mast wears excessively for these heavily used boats. We used the snug rig from then on because we could see no difference in performance and like the fact that the rig was not banging around in the chop. We used the standard jib of either Schurr or North. In light air we had "over bend wrinkles in the luff that would disappear as soon as the true wind was up to 3 or 4 knots. We never felt this was a problem since in light air our rig was not a distraction and we could concentrate on the importance of sailing smart ie. find the best air and current.

2. Currently there is no specification requirement on rig tension. The specification allows any length shrouds so as "to allow the owner to achieve the mast rake desired, but shall not be expanded or contracted during the race" (Article S-III para 4). We also have a CMR 73 that excludes any forestay extender that contains a force multiplier.

3. If, in heavy air the leeward shroud goes slack when hard on the wind, the load in the windward shroud and forestay is the same regardless of whether the rig was set loose or tight when the boat left the dock. Using the guidance published by North the leeward shroud does slack in heavy air. The load on the rigging is a function of the weight on the rail, the wind strength and the point of sail (3 Hartman males on the rail with gusts to 30 knots-is this a strong boat or what).

MINIMUM CLOTH WEIGHT, MAIN AND JIB

The Committee has reviewed the possibility of setting a minimum cloth weight. This is the last significant variable that requires defining to ensure level racing as far as the sails are concerned. The class is limited to non-laminated cloth. This change would be subject to the ratification procedure covered in By-Laws Article XIII. The following amendment is offered to the Board of Governors on Specification Article S-IV para 1. The wording of para 1 will be revised to reflect the following:

The cloth for the main and jib can be of any non-laminated material that is approved by the Chief Measure (all non-laminated materials marketed before Y2K are approved) of a minimum weight of 3.8 ounce material based on a linear yard 28.5" inches in width.

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