



## SCANTLING RULE BALLOT ENCLOSED

DUE ON TUESDAY NOV 1, 2011

October 15, 2011

Dear NCESA Regular Member,

The Board of Directors has approved a Rules Committee recommendation to modify the jib attachment scantling rules. A two-thirds majority of voting Regular NCESA members is required to make the rule change for 2012. For at least another year the Board of Directors will maintain a position of not proposing dramatic/costly changes to our scantling rules. However, it is our opinion that allowing members to vote on this change is appropriate given the current maintenance issues and cost related to our experience using the tab and buckle jib attachment method, since the introduction of the asymmetrical spinnaker.

If the vote passes, members who have already made early fall jib sail orders would be able to specify which jib attachment method they would like.

Since the introduction of the asymmetrical spinnaker, there have been issues with the jib luff attachment as required by the current scantling rules.

- If tabs are used, they come unsnapped during spinnaker maneuvers and this is unsatisfactory during a race.
- Buckles come undone and have been breaking.
- Broken buckles can't be fixed on the spot and repair is costly, time consuming and inconvenient.
- There is excessive wear and tear on the asymmetrical and spinnaker sheets when being dragged across the headstay wire during gybes, sets, and douses.

Different attachment methods have the following advantages:

- A smooth jib luff attachment to the forestay and a covered head stay wire will cause less wear and tear on the spinnaker and sheets during maneuvers.
- No possibility of snaps coming undone or buckles breaking (and the expense to repair).
- The experiment has shown there is no boat speed advantage over the existing jib attachment method.

Zipper Luff Attachment:

Pro's:

- Meets objectives without additional cost for new sails.
- Allows for interchangeable use of sails with snaps or zipper configurations.

Con's:

- High cost to retro fit existing sails or repair zipper (~\$350 per North Sails Zenda).
- Single point of catastrophic failure (no option to fix on the spot).
- Requires a person on deck to hoist and take down the jib.
- Doesn't allow for lowering jib while sailing in light air.

Headfoil Luff Attachment:

Pro's:

- Meets objectives without additional cost for new sails.
- Proven performance and durability in years of A-Scow use.
- Smooth jib luff and least wear on spinnakers and sheets.
- Thought to be the least costly long term solution for members.

Con's:

- Requires a person on deck to hoist and take down the jib.
- Doesn't allow for lowering while sailing in light air.
- Cost of headfoil (\$360 - \$500 depending on manufacturer).
- Existing jibs with snaps or buckle configuration cannot be used when the headfoil is attached.

Please complete the enclosed ballot. **Ballots are due Tuesday, November 1, 2011.**

Regards,

Lon Schoor, NCESA Secretary-Treasurer