

Chief Measurer's Rulings

The chief measurer's rulings 1 through 14 are included for purposes of showing historical continuity only, since their intent has been incorporated into the current specifications (January 10, 1987).

The rulings 15 and above are not included in the current specifications.

Note that Specification S-1.3 allows no modifications to Tanzer 16s that are not permitted by the specifications, or by a ruling of the chief measurer.

1. **Below Deck Halyard Cleats.** Below deck halyard cleats are allowed as an optional convenience item. (May 1972)
2. **Cunningham Holes.** Cunningham holes are acceptable in Tanzer 16 sails. The basis for the ruling is that there is no prohibition of such holes anywhere in the specifications and that, in principle, they allow the same kind of adjustment as that which can be made by a downhaul, an already accepted device in the Tanzer 16 specifications. Since the Tanzer 16 does not use black bands, the only restriction on boom setting is that the level at the top edge of the boom when projected to the mast shall not be less than 4'2" from the heel of the mast. (August 1972)
3. **Spinnaker Launching Chutes.** Spinnaker launching chutes are acceptable on Tanzer 16 yachts, there being nothing in the class specifications to restrict their use. However, the Class Measurer feels it is not wise to cut holes in the Tanzer 16 deck and recommends that if launching chutes are used they be closeable to prevent seas breaking over the bow from swamping the boat. (August 1972)
4. **Trap Door (Elvstrom) Bailers and Transom Flaps.** Trap door bailers and transom flaps are permitted on the Tanzer 16. They are not specifically disallowed by anything in the Tanzer 16 specifications. Again the measurer recommends avoiding cutting holes in the hull or deck of the Tanzer 16. (August 1972)
5. **Below Deck Spinnaker Sheets and Guys.** It is permissible to run spinnaker sheets or guys under the decking of a Tanzer 16, there being nothing in the specification restricting the running rigging for a spinnaker. Again, the Class Measurer does not recommend cutting holes in the docks of the Tanzer 16. (January 1973)
6. **Alternate Positions of the Main Sheet Blocks.** No alteration in the position of the main sheet tackle blocks will be allowed. Specifications state that the main sheet tackle blocks must be affixed to the boom in accordance with the official plans. The official plans show one block fixed to a bail 5'6" from the forward end of the boom, the other fixed from a stainless steel strap at the end of a 9'9" boom. The only alteration in block position allowed is dropping of the center block when the sail is roller reefed. Other blocks attached to bails anywhere else would interfere with the requirement that the boom shall be capable of being roller reefed. (January 1973)
7. **Jib Block Height Adjusters (Schreck Hauler).** Such devices are not allowed since their effect is essentially identical to Barber haulers which are specifically prohibited. (January

1973)

8. **Jib Tack Adjusters.** Jib tacked to adjustable through dock tension device is not allowed because jib stay tension equalizers are not allowed and the tack of a headsail shall not be more than 2 inches from the deck. (February 1974)
9. **Halyards.** Hanging devices for jib halyard or main halyard wires are not allowed because halyard locks are specifically prohibited and no locking device aloft for halyards is permitted. (February 1974)
10. **Slab Reefing.** Slab reefing of the mainsail is allowed provided the rig does not interfere with the ability to roller reef the sail as required by class specifications. In addition, the slab reefing controls must not be rigged in such a way that they can be used as leech line controls, which are specifically prohibited by Article S-6. (March 1975)
11. **Mainsail Measuring Instructions** Mainsail width at 3/4, 1/2, and 1/4 height is determined as stated in S-4-7, according to international sail measurement instructions by determining separately the 1/4, 1/2, and 3/4 point on the leech by folding each separately. "Cross-Measurements-- these shall be determined as follows: the mid-point of the luff shall be determined by folding the sail upon itself with the highest point of the headboard (1) nearest the luff even with the lowest edge of the bolt rope nearest the tack. (2) The mid-point of the leech shall be determined with the highest point of the headboard nearest the luff even with the lowest point of the sail directly under the center of the clew cringle. (3) The cross measurement shall be the distance between the mid-point of the luff and leech. The bolt rope shall be included." Quarterway (and 3/4-way) cross measurements shall be determined in a similar way by folding a second time. (February 1974)
12. **Mast Blocks** Blocks inserted between the mast and the mast opening in the deck are strictly prohibited, as they can function as spar bending devices, which are specifically prohibited by Article S-6. (March 1975)
13. **Placement of Jib Sheet Track and Block** No placement of the jib track and block, or any other block, shall be so positioned that trimming of the jib sheets can be made at an angle further inboard than that of the angle from the jib clew to the track block as placed by the manufacturer. (August 1978)
14. **Headsail Cunninghams** Headsail cunninghams which are designed to be unadjustable while racing and whose primary purpose is to prolong sail life are permitted. (August 1986)
15. **Paint** A Tanzer 16 may be painted with any paint that does not violate Rule 53, RRS, 2005-2008. (January 2005)
16. **Sliding Mast Foot** The foot of the mast and the keelson may be modified by any means to allow the mast to slide easily fore and aft, provided that the original elevation of the mast is maintained. (January 2005)
17. **Wire Halyards** Wire halyards may be replaced with line halyards made of any material. The intention of this ruling is to accommodate boat owners who need to replace their old halyards by allowing the halyard to be replaced in the least expensive way, without necessarily replacing sheaves or transporting the boat to a rigging shop with pressing equipment.