

To meet the above objectives the Committee believes that measurement tolerances it sets need to be sufficient to allow for unintentional errors by amateur builders, but not sufficient to allow a noticeable difference in performance in boats at the limit of the tolerances. The Committee believes the current measurement tolerances meet these requirements. However, it should be stressed that the tolerances are there to allow for unintentional errors by amateur builders and are not intended to allow a boat to be built differently to obtain competitive advantage, and that builders should be encouraged to build as closely to the nominal measurements as they can so that if they do make an unintentional error the tolerances will be sufficient to allow their boat to measure in.

Administering the class rules as described above means there has to be strict control over the boats we allow to be classed officially as "A" Class TS16s. This will inevitably lead to debate at the margins over what is and is not allowable. One problem is that you would need something the size of the Encyclopaedia Britannica if you wanted to write down every possible thing that anyone might ever do that you would not want to allow. Not only would this be impossible to write, but also measurers would find it very onerous to check hundreds of rules to make sure they are all being followed. On the other hand, if we operate on the basis that if the class rules don't explicitly ban something you are allowed to do it, we run the risk of all sorts of odd things being done and the class going down the path of development classes. We could find older boats rapidly losing their value, the cost of competitive ownership increasing and the supply of competitive second hand boats drying up. This does not seem to be in the interests of the class or the members of our Association.

From the Committee of Management's perspective this means that if anyone is proposing to do something different to what is currently normal practice in building, equipping and sailing a TS16 he or she should ask the Committee for a ruling on whether what is proposed is acceptable. It cannot be assumed that just because something is not prohibited in the current rules it will be accepted. Examples of such situations which have occurred over the last couple of years include unusual shapes at the top of the mainsail, use of large handles or straps on the side of the cabin and the use of digital compasses. In each of these cases the Committee of Management has provided a ruling which it believes is in the interest of the members of our Association as a whole.
