

Measurer's Ruling #23.A

"23.A The lone exception to this ruling is that a short bracing line may be run from the underside of the aft end of the checkstay track down and forward to the lower main bulkhead. This will prevent the deck from lifting and developing a weak spot when the aft lowers are brought into tension. However, it is imperative that the lower bulkhead attachment point be longitudinally in-line with the checkstay track attachment point, be well-backed, and be low enough that the mounting bolts go through both the main bulkhead and through the aft vertical wall of the vee-berth box structure. This will ensure that the minimal load is spread evenly through as much of the structure as possible."



Here are hopefully some answers to your questions:

What the heck is this for?

Your Board has been working with Tom Schock, the designer and builder of our beloved Tuna 20, to remedy a potential weak spot with the checkstay support structure. The problem as it exists right now, is that when the

checkstays are brought into full tension, the deck will lift by anywhere from ¼ to ¾ of an inch (depending on how much tension you have on the checkstay when not in tension). As the deck would lift up, this would then create a load of “pulling in” where the deck is joined at the hull, creating the possibility that over time the boat will exhibit some fiberglass crazing and possible softening of the deck at the checkstay attachment points. This has happened on only a few boats in the past, all 900-series boats, and a repair was approved by the Class Measurer in 2005 on a case-by-case basis. What the Board is trying to do is make this modification valid for ALL boats, therefore providing a solution before it becomes a problem, thus ensuring the continued structural integrity and performance of the boat. The line does not stiffen the deck! This would violate MR #23. It only keeps the deck from pulling up when the checkstays are brought on

Is the modification hard and/or expensive?

Not at all. Basically, it involves using two attachment points with a line strung between them. Total parts expense will be less than \$100 (your mileage may vary depending on the line material and the joining hardware used). Total holes drilled – only two per side. You are free to use the materials of your choice, we just want to be very clear about where the attachment points are: the back of the checkstay track for the top attachment point (recommendation: a single attachment point strap eye that fits over the existing aft mounting bolt of the checkstay track) and the bottom of the bulkhead for the bottom attachment point (recommendation: a standard two-hole strap eye that goes through both the bulkhead and the aft vertical wall of the vee-berth box structure). A turnbuckle system for tensioning the line works great. Use the same c-pin, threaded t-bolt, and turnbuckle that we use for our shrouds for the bottom half of this modification. Use a threaded eye bolt on the top half of the turnbuckle and run the line of whatever material you like between the turnbuckle and the strap eye mounted at the back end of the checkstay track as previously mentioned. Just tension the line enough to keep the deck from lifting when the checkstays are brought on. Pre-tensioning the line defeats the purpose of the modification and will work to weaken the deck in the opposite direction

Is there a performance benefit?

Yes and no. No if you generally don't use your checkstays. Yes in that you will gain a little extra headstay tension when you bring the checkstays on while going upwind when it's breezy or in choppy water. It's minimal at best, but it does deserve mentioning. The main benefit is in just having a stiffer and more long-lasting checkstay/deck structure.

Do I have to make the modification?

Absolutely not! The mod is optional. If you don't use your checkstays, or your boat doesn't have checkstays, then the mod is not necessary.

My bulkheads aren't in the greatest of condition. Can I still make the modification safely?

Yes – you will still benefit from the mod. If the lower attachment is done correctly, where it goes through the bulkhead and through the aft wall of the vee-berth box structure, the bulkhead is basically acting as a spacer. The structural load, while being very minimal, is transferred to the box structure – which is glassed into the hull. Of course, you could put a crowbar in your wallet and fix your bulkheads properly!



Checkstay Track Bolts