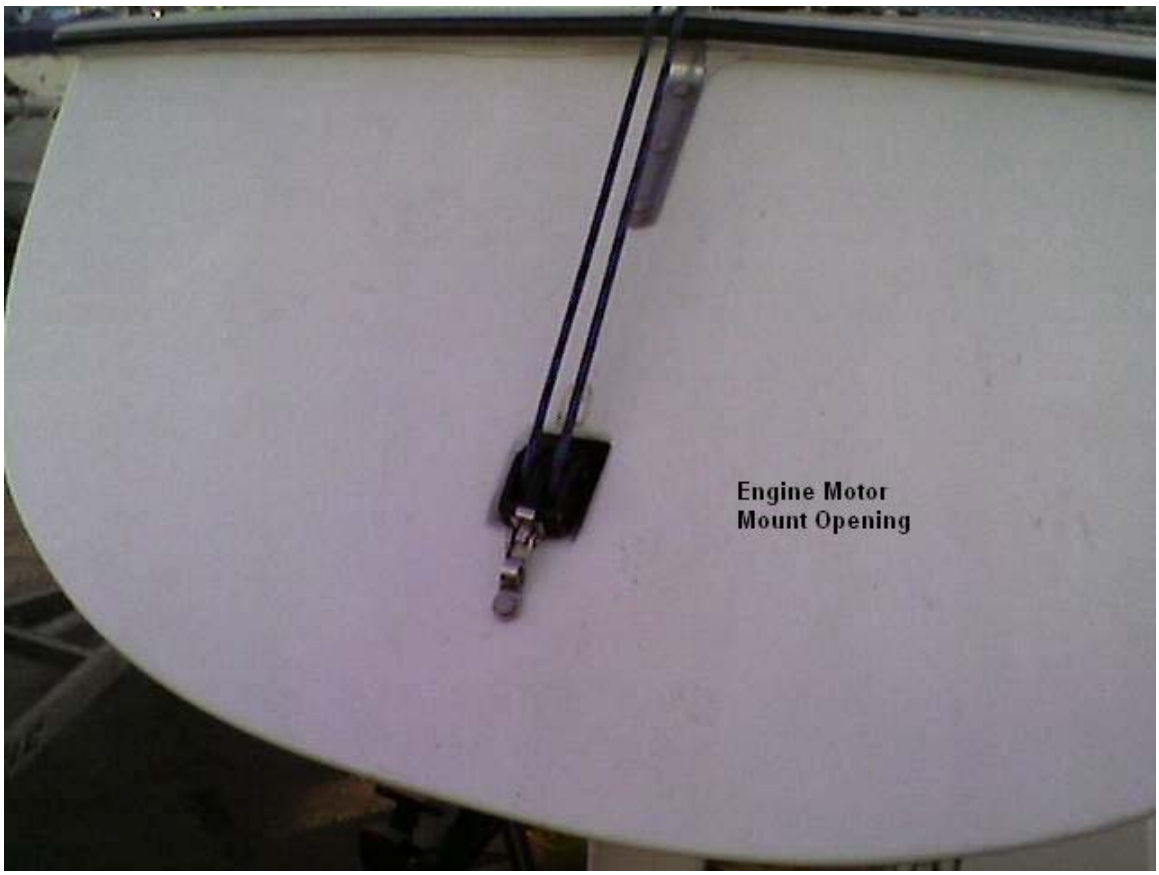
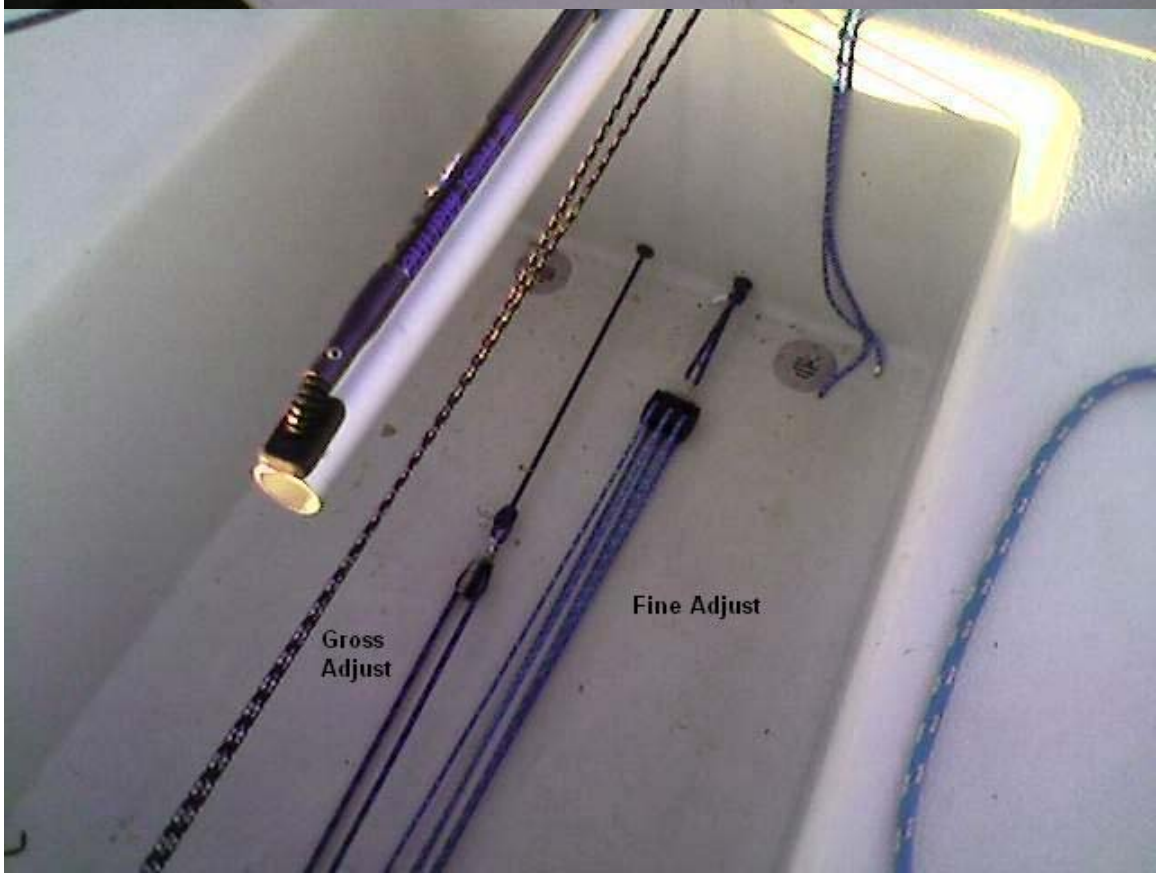
Backstay Modification Approved By Board

The Class Measurer and your Association Board are pleased to announce a new Measurer's Ruling that will allow "classic" decked S20's to have the same backstay geometry as the new-decked boats. This is an **optional** modification that will allow the attachment of the backstay farther down the transom and will allow the backstay adjustment lines to pass through a seaworthy opening in the transom (the motor mount box works best), through a rigid and watertight passageway, and entering the cockpit through its rear-most vertical wall at the very back of the cockpit. Effective immediately, Measurer's Ruling #25 is deleted in its entirety, and replaced with the new MR#25 which states:

" 25. "Classic" decked Santana 20's may attach their backstay at the base of the transom and may run their backstay adjustment lines through the transom and into the cockpit through the cockpit's rearmost vertical wall only, so long as the material used in the transom-cockpit passage is rigid, well-sealed, and does not compromise the strength or watertight integrity of the hull."

Below are pictures of John Weightmann's boat (hull #95) which illustrates the modification:




Gross
Adjust
Fine Adjust

Some answers to your possible questions:

Why the change?

Some of our sailors have petitioned the Board for the change, since with the new-decked S20's, whose backstay is set farther aft due to the open-transom design, does have a slight mechanical advantage. This also allows the main to swing across the backstay a little more freely during tacks and gybes. The modification simply equalizes the backstay adjustment performance between the two decks.

Is the modification mandatory?

Absolutely not! This is a completely optional modification. If you're happy with your backstay arrangement, or are loathe to drilling holes in your boat, you don't have to change a thing.

Are there any structural considerations for making the mod?

Yes, there are two considerations. First, make sure that the attachment points for the backstay are well-backed. Secondly, ensure that the transom-to-cockpit passageway is rigid and well-sealed to ensure that water will not enter through the transom opening and

into the interior of the boat. The back of the motor mount box makes a perfect place for the transom entry. The rudder post is directly in front of the box, but this allows you to run two rigid tubes from the back of the box, on either side of the rudder post, and into the back wall of the cockpit, for your gross and fine-adjust lines. The Board has chosen not to dictate the exact “nuts and bolts” layout of the modification, since it is “the policy of the Association to avoid a strict item-by-item definition of each piece of permissible equipment”, (Article IV.6 of the Bylaws). Remember, the structural integrity and safe sea-keeping ability of your boat is the responsibility of every boat owner.

Has anybody made the modification and how do they like it?

John Weightmann of Fleet 7 at Mission Bay YC in San Diego, has been sailing “unofficially” with the mod for the past year and a half and loves the change. He has sailed his two boats in both ocean and bay conditions in winds up to 20 knots without any problems.

Will this require a change to the Bylaws?

Yes. This will require a change to Article VI.3.2 of the Bylaws, where the “above deck” requirement of the backstay adjustment lines will be deleted. The Board will propose this change at the next Annual Class Meeting in Eugene this summer, and the Class Membership will get a chance to vote on it. If it gets voted down, then the Bylaws will not be changed and MR#25 will return to its original wording. This is all in keeping with the Articles of Association.