

CHIEF MEASURER'S RULINGS

1. **Main Sheet** - Must run between a block on the transom and a block-attached to the boom within 9" of the boom end and may be led forward along the bottom of the boom through a single-sheave block attached to the boom, to a single-sheave block on the centerboard trunk cover. The mainsheet end must be attached to the transom block or within 5" of the boom end, depending upon the mechanical advantage desired.
2. **Sliding Gooseneck** - Not permitted.
3. **Main Sheet Claw on Boom** - Not permitted.
4. **Main Sheet Traveler** - Except on top of transom, not permitted. A traveler on the transom is permitted so long as the track does not extend thwartship beyond the gunwales. Bridles and horses not permitted. The transom cap may be replaced with a traveler of similar sectional dimension, provided that the top of the transom reasonably retains the same curve as shown in the Plans and Specifications.
5. **Fiberglass Reinforced With Plastic** - May be used on wood constructed Thistles, only as a substitute for the usual paint or varnish finish, or to protect and strengthen parts subject to extreme wear and tear. It may not be used as a substitute for all or part of any structural member. When a damaged molded plywood hull is repaired with fiberglass, the resulting thickness must be not more than 5/16". Fiberglass and plastic reinforcing may be applied to specification wooden parts, such as mast, boom, rudder, etc., provided wood so reinforced is not smaller in any dimension than original specifications.
6. **Bow Toggle** - Optional. Turnbuckle to fixed tang or tensioning lever may be substituted. Standard bow toggle is only device allowed for adjusting jib stay tension while racing.

Jib Tack Fittings - No part of the jib tack may be attached at a point lower than the upper face of the bow plate. The tack of the jib must be attached to or led fair by means of a pennant through a permanently installed bow plate.

7. **Buoyancy Tanks** - Required. These may be of wood construction or buoyant material such as Styrofoam. Supplemental flotation of any type may be placed under the seats, but seats may not be widened nor the buoyancy extended beyond the vertical plane of the inside edge of the seats. Bow flotation may not extend aft of the forward edge of the mast stanchion. Flotation forward of the gratings must be at least 14" below the sheer and spray must drain into the bilge. Stern flotation may not extend forward of the grating. If a block of unicellular foam such as Styrofoam is used for buoyancy tanks, artificial hollowing or cored shapes may not be used.
8. **Main Halyard Sheave Diameter** - Optional. Lead of main halyard may not be more than 3/4" aft of aft face of mast.
9. **Reefing Gear** - Optional. (See Article X - Specifications.)
10. **Hiking Posts** - Not permitted.
11. **Trapezes** - Not permitted.
12. **Any Device for Cocking the Centerboard** - Not permitted.
13. **Padding Fastened to Rail** - Not permitted.
14. **Mast Struts** - Not permitted.
15. **Any Device for Adjusting Position of Mast During a race** - Not permitted.
16. **Lower Fitting on Transom for Rudder (Pintle or Gudgeon)** - The standard lower pintle with keel shoe on the transom for the rudder is optional but, if replaced by a fitting not having a shoe along the keel, the standard keel molding (or, in the case of fiberglass Thistles, "fiberglass buildup") must extend clear of the transom.
17. **Spinnaker Pole Fitting on Mast** - Not more than two eye fittings for attaching spinnaker pole may be attached to the mast. Height from the sheer line is optional.
18. **Over-All Length of Boom** - The distance from the aft face of the mast at the point of attachment (inside face of bolt rope slot on aluminum masts) to the aft-most part of the boom may not exceed 12' 2-1/2". Measuring from the same point of attachment, no part of the mainsail foot may exceed 11' 11".
19. **Forestays or Jumperstays** - It is not permissible to use a forestay or jumperstay in addition to the jib stay specified by the Official Plans.
20. **Leading Shrouds from Mast to Chainplates** - The shrouds must be led through the fairleads in the gunwales to the chainplates, and not directly from the mast to the chainplates.
21. **Relocation of Shrouds and/or Use of Running Backstays** - Relocation of the shrouds to positions other than shown on the Official Plans and/or the use of running backstays is prohibited.
22. **Metal Leading Edges of Centerboard** - Not more than one square inch of metal in cross section may be substituted for wood. Trailing edges must not be stiffened by any means other than coating with fiberglass.
23. **Self Bailers** - Self-bailing devices such as trap doors and tubular bailers are permitted.
24. **Flooring the Cockpit** - Flooring the cockpit with foamed plastic in an attempt to make a self-bailing Thistle is prohibited.
25. **Gratings** - Required. The gratings are one of the distinguishing features of the Thistle. Their elimination would materially alter the appearance of the Thistle.
26. **Cleats and Other Fittings** for trimming jib and spinnaker sheets may be placed at any position on the gunwale rails if no part of such hardware extends outboard of the rail or is higher than 2" above the rail. Spinnaker sheet twings are permitted and shall be the only exception to this rule.
27. **Kick-Up Rudders** are permitted if they meet the profile and measurement specifications of the standard fixed-blade rudder and are locked or pinned in the down position while racing. If the lock is released or the pin removed or sheared off, the blade obviously is no longer locked in the down position and the yacht is subject to disqualification.
28. **Device for Changing Tension of Shrouds** other than the standard toggle arrangement while racing are not permitted.

29. **Mainsail Tack Grommet** - Elimination of the tack grommet of the mainsail by loops of wire or line of any kind, whether fixed or leading to grommets in either luff or foot, is prohibited.
30. **Deleted**
31. **Spinnaker Pole** – Use of spinnaker pole is optional, but it must be attached to the mast fitting when used.
32. **Transom Trap Doors** - Permitted provided that each of the two is no more than 22 square inches in area and at no point will be closer than 3/4” to outer skin of hull. Existing drain holes do not have to be closed when transom bailers are installed.
33. **The spinnaker halyard** may be led horizontally from the mast sheave through a fairlead in or attached to the jib stay providing that the fairlead is not forward of the jib stay.
34. **Shifting Ballast** - The use of clothing or devices attached to the skipper and/or crew for the purpose of providing shiftable ballast is prohibited.
35. **The Mast Shall** be uniform in cross-section, throughout its entire length and shall be parallel sided as shown in the Specifications. Artificial bending devices other than normal specification rigging are prohibited. Spreaders must be straight and at right angles to the fore and aft axis of the mast.
36. **Centerboard Position** - While racing, the aftermost part of the centerboard rollers may not be positioned aft of a point 8’ 6” from the front face of the stem (bow plate and stem molding not included). A permanent stop must be attached to the top of the trunk to limit the travel of the centerboard. The centerboard thwart may be notched provided that the notch does not exceed half the width of the thwart.
37. **Spinnaker Attachment** - Spinnaker shall have no points of attachment except at the head and the two clews.
38. **Halyards** - The jib and main halyard may be led to mast winches, hull-mounted winches or halyard hooks. The use of halyard hooks shall be limited as follows:

Main halyard - may be mounted on mast at or below sail-entrance

slot or on hull. The hook may be fixed or adjustable.

Jib halyard - The jib halyard point of attachment may be mounted on the mast at or below the sail entrance slot, or on the hull. The attachment point may be fixed or adjustable by either lever, slide, tackle or any other method. The jib tack shall be nonadjustable and fixed to the bow plate stem or toggle. The jib tack shall be attached so that some part of the tack grommet opening is within one inch of the bow plate. In effect, adjustment of jib tensioning is allowed by adjustment of the head of the jib only.

Jib halyard tensioning devices shall be limited to a 4:1 mechanical advantage.

39. **Fiberglass Construction** - The hull shell, vertical faces of side tank, seats, and transom may not be constructed by the utilization of “sandwich” type construction. Any interior shell stiffening other than that shown on the Plans and Specifications must be approved by the Chief Measurer.
40. **Wetting Agents** - The application of wetting agents such as household detergent, long chain polymers, etc. to under-water surfaces is illegal. This includes application of the agent directly or in a vehicle such as paint.
41. **Deleted**
42. **Hiking Straps** - Length and location optional providing they do not violate Measurer’s Rulings No. 10 and No. 11. Hiking straps are to be used to hold the feet, ankles or shins. Use as hand holds at any time is illegal.
43. **Hull Corrector Weights** - shall be firmly attached to the hull, either exposed, or, if inside a tank, located immediately adjacent to an inspection port. Half of the weight shall be located at or ahead of the chain plates with the other half located at least 6’ 0” aft of the chain plates. Any weight in excess of 15 pounds shall be evenly divided and placed half in the bow and half in the stern with the two halves at least 16’ 0” apart.
44. **Positive Flotation** - (See Article V, Specifications.)

45. **Circular Traveler used for a Boom Vang** - not permitted.
46. **Diamond wire** shall be a solid corrosion-resistant metal 0.072" in diameter. It shall have a minimum breaking strength of 1000 lbs. All diamond stays used on the new section mast must have terminals typical of those formerly provided stock by Douglass & McLeod.
47. **No running or standing rigging** may enter the mast above the gooseneck with the exception of the one main, one jib, and one spinaker halyard. Halyards may exit through the side of the extrusion.
48. **Zipper** - A single wire may be substituted for a mainsail foot zipper. It shall be looped through either the tack or clew grommet or both. If looped through only one grommet, the lacing at the opposite end shall be permanently tied off once adjusted and under no circumstances shall be adjusted while racing.
49. The TCA shall not issue a Measurement Certificate to an owner of a boat, the hull of which has been built by someone other than a recognized Thistle builder.
50. The location of intersection of the shrouds with the inwales at the sheer line is to be not less than 6' 7-1/8" aft of the stem.
51. Weight may be added to excessively light boats by addition of a layer of fiberglass reinforced resin, using cloth or mat for reinforcing material, provided such layer is of uniform composition and evenly applied over the entire interior shell, except the built-in fiberglass seats, flotation tanks, and the centerboard trunk with its extensions.
52. Effective October 1, 1976, a centerboard may be constructed of a combination of wood, lead, and fasteners of not less than 3/4" thick, which may be covered with a combination of fiberglass, dynel, polypropylene, plastic resin and/or paint to an overall maximum thickness of 1". The measurements, weight, and center of gravity of such a centerboard are to be as specified elsewhere on the Official Plans and Chief Measurer's Rulings.
53. Wood-lead centerboard does not need licensed builder approval. A centerboard constructed by a Class-approved builder may be constructed of a combination of fiberglass reinforced plastic resin with

core material that may be any combination of glass, fiber, unicellular foam, resin, wood, and lead, to dimensions and shape as shown on the Official Plans. The construction and conformance of such centerboards are subject to approval of the Chief Measurer or his appointed delegate.

54. **Air Tanks** shall provide adequate means for visual inspection of positive flotation.
55. **Rudder Weight** - The minimum rudder weight shall be 8 lbs. Rudder corrector weights must be permanently attached.
56. The shrouds and forestay shall have a maximum diameter of 1/8" and be constructed of 1X19 stainless steel.
57. The jib luff wire shall have a maximum diameter of 3/32" and be constructed of 7X7 or 7X19 stainless steel.
58. Any existing wood-lead or fiberglass centerboard may be strengthened with any suitable combination of plastic resin and glass fibers. Weight may be removed or added to alter the center of gravity of any existing centerboard within the limits of General Notes 4 and 5, and the measurements and weights shown on the Official Plans and in Rulings of the Chief Measurer.
59. No rigid member other than the keelson, mast stanchion and thwart seat with knee braces may be used to connect the centerboard trunk to any other part of the boat.
60. **Mast Corrector Weights** - shall be used to bring the all-up, dry-weight of the mast to 30 pounds. Such weights shall be securely fastened at some location at or above the middle spreaders.
61. **Flotation Tanks in Wood Hulls** - Bow tanks may be constructed in accordance with the Plans and Rulings pertaining to bow tanks in fiberglass boats. No structure may be used inside the tanks except for "sandwich construction" of the tank top. No part of the bow tank may be attached to the stanchions. Flotation tanks integral with the hull cannot be constructed under the seats or rear grating of the wood hulls.
62. **Floor Stringers** - One longitudinal floor stringer is permitted on

each side of the keel to stiffen the bottom of fiberglass hulls only. They may extend from the transom to the bow flotation tank. They shall be essentially parallel to the keel, located no further outboard than the inside edge of the seats, and the cross-sectional area of each of the stringers shall not exceed 1-1/2 square inches. In addition, one stiffener between the forward corner of the seats and the bow tank and one stiffener between the aft corner of the seats and the transom are permitted on each side of fiberglass hulls only. On glass boats, floor stringers shall only consist of conventional fiberglass composite, fiberglass reinforced wood, closed cell foam, cardboard construction or the equivalent materials. On wood boats, only strips made of hardwood shall be permitted. Only the anti-skid strips (Part 22) shown in the Plans shall be allowed in wood hulls and they shall have maximum dimensions of 3/4X3/8 inches.

63. **Deleted**

64. **Jib Sheet Turning Blocks** - Such fittings and their attachments must not stiffen the joint between the thwarts and seats.
65. Electronic or electrical devices, such as electronic compasses and other electronic navigational instrumentation, shall not be used. Electronic starting timers and stop watches are not prohibited by this CMR and may be used.
66. Any fitting, such as a lower pintle or gudgeon or projecting tab, attached to the transom at the waterline and faired with the hull so that it has the effect of extending the waterline length of the hull aft of the transom, is prohibited. The bottom surface of such fittings must be at least 1/4" above the intersection of the transom with the hull bottom. The original, unaltered bronze pintle shown on the 1946 Thistle drawings continues to be acceptable.
67. The centerboard may be pulled down and held back by a line which may be secured. The point of attachment shall be within 2" of the top of the board. No means shall be employed that changes the angle the board naturally hangs to a more vertical angle.
68. The gratings, wood seats, thwart, 45 degree braces, stanchions and mast step thickness tolerances are 3/4" ±1/8". The transom and CB trunk side wood pieces thickness tolerances are 7/8" ±1/8". The

inwale thickness tolerance shall be 3/4" ±1/4". The outwale thickness tolerance shall be 3/4" +1/2" -1/4". The thwart width tolerance shall be 6" ±1/2". The stanchion width tolerance shall be 6-1/2" ±1/2". The 45 degree braces width shall be limited to a maximum of 2-1/2" at their narrowest point. The 45 degree braces shall consist of any hardwood.

69. The height of the traveler track above the sheer at centerline shall be greater than 2". No part of the traveler track shall be below the sheer.
70. On boats using a traveler permitted by CMR #4, the transom height (TH) is defined as the distance between the top of the traveler track at the centerline and the keel at station 17, excluding the molding. Travelers installed in accordance with CMR #4 must be installed so that they maintain an arc as close to the original as possible.
71. **Mast Step Tolerance** A tolerance of ± 1/8" may be applied to the height of the step for the aluminum mast (part #102) provided that the actual height including shims is accounted for in all mast measurements taken from the sheer.
72. A fillet under the rail between the hull and rail to minimize glue joint failure permissible both inside and outside the hull provided that its radius is no greater 1/4". No continuous fibers can be imbedded in the radius material.