

Kicking strap rule

5.9.5 Kicking Straps

Are allowed but must be attached at a point on the boom that is no more than 915mm from the aft side of the mast and a point near the foot of the mast. Any deflection is permitted above or below the deck. This allows 'Boomerang' type devices.

Tinley type solid kicking straps are not permitted.

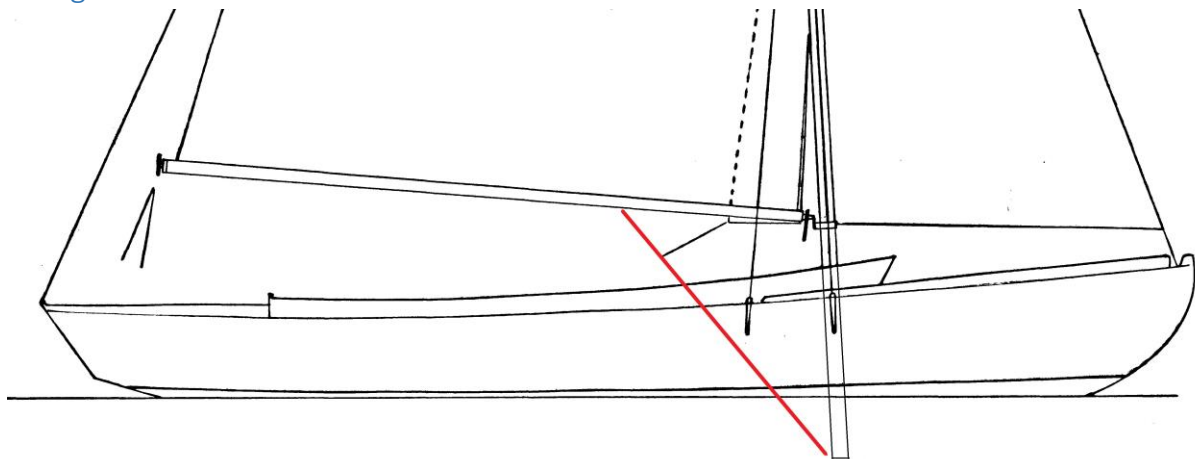
Kicking strap options

Introduction

The design and subsequent evolution of the Victory class has meant that the boats are rigged and sailed in ways that were not originally intended. Alfred Westmacott designed the hulls as Bembridge One Designs in 1904. These were gaff rigged and did not have had a kicking strap.

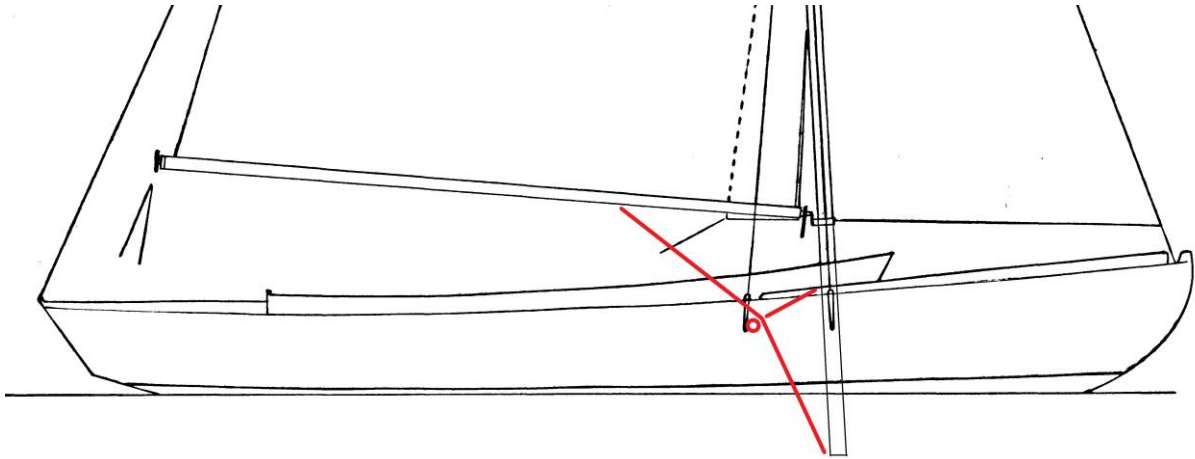
Over time with the introduction and subsequent modification of the Bermudan rig an effective kicking strap is required to sail a Victory efficiently. A number of different ways have been found to rig a kicking strap in a Victory and included below are four of the most common with a brief description of their pros and cons.

Straight



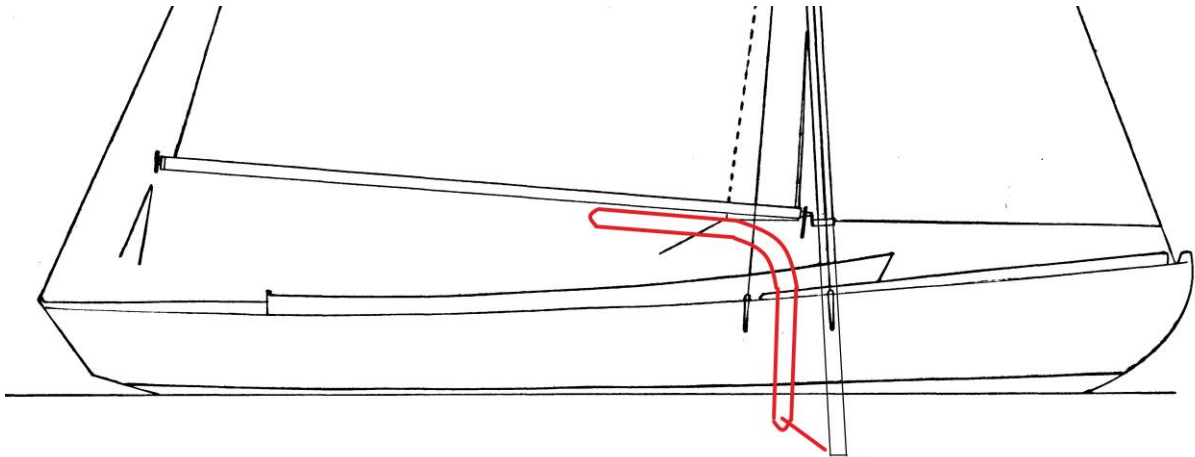
This is the simplest option where the tackle is led straight from the boom to the base of the mast. The way in which the purchases are arranged leads to a good angle to resist the boom from deflecting upwards. Disadvantages are that it takes up a lot of space in the forward cockpit. It also is hard on coamings.

Deflection



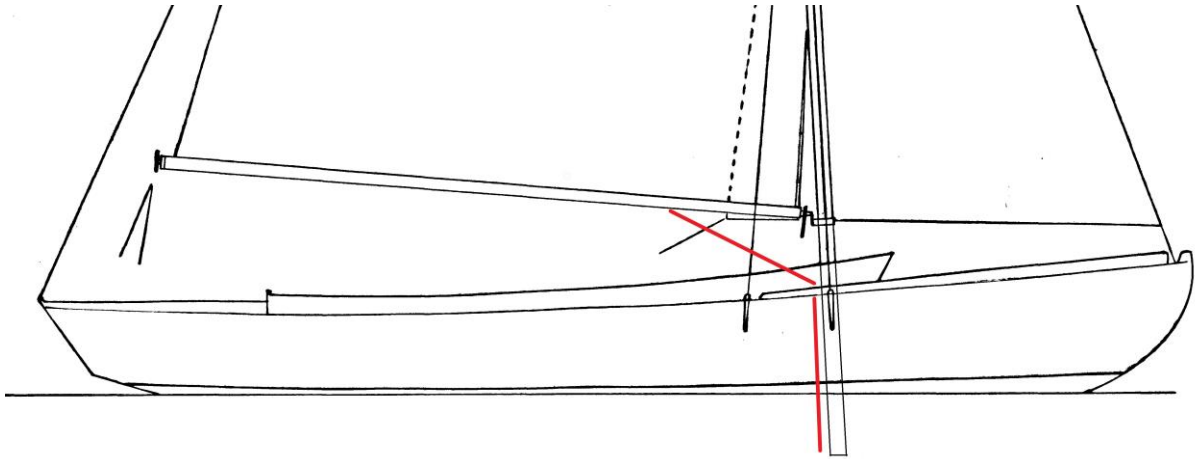
In this case the straight fall from the boom to the boom is deflected forwards with an additional block and strop from under the deck just aft of the mast. This has the advantage of taking up less space in the forward part of the cockpit. Deflecting the pull of the kicking strap forwards will mean more load pushing the boom forwards through the gooseneck and can cause more lower mast bend depending on the way the mast chocked at deck level.

Boomerang



The boomerang attaches to the boom and allows the fore and aft load on the bottom of boomerang to be transferred to a vertical pull on the boom. Acting as a cantilever the loads are similar to that of the straight option. Space is increased in the forward part of the cockpit albeit with an additional piece of metal in that space.

Over-deck/XOD style



This is a popular choice in the XOD class where the kicking strap is led from the underside of the boom to a point just aft of the mast where it is then run below deck where the purchases are arranged.

This design takes up the least space in the forward cockpit but is subject to the highest loads on the gooseneck and mast as well as the greatest lower mast bend for a given force restricting the upwards deflection of the boom.