

WASZP[®]

CLASS RULES

2021



Closed Class Rules for a Manufacturer Controlled Class

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INTRODUCTION

This introduction only provides an informal background and the WASZP Class Rules proper begin on page 7.

The WASZP has been created as a strict one-design foiler where the true test when raced is between crews and not boats and equipment.

The fundamental objective of these class rules is to ensure that this concept is maintained. Keeping possible modifications to a minimum ensures fair racing across the fleet, helps to reduce the overall cost to the sailor and reduces the amount of time in the workshop. When a sailor buys a WASZP, the boat is instantly competitive without needing additional time or cost. These rules aim to uphold that value so that sailors can focus on the best bit of owning a WASZP – sailing it!

The popularity of the WASZP has proven that the boat and the concept work. As a result, WASZP sailors are now part of the world's most active and friendly sailing community.

RATIONALE FROM THE TEAM AT WASZP.COM

This section provides some rationale around some of the most contentious rules in the class. This page will not be part of the final rule set.

Pumping:

The pumping rule is now well-established and is in place for two reasons: (1) to allow people to foil sooner; and (2) to protect the boat from damage caused by excessive force exerted through the wing bars. This version adds to the rule, preventing sailors holding the rig other than the mainsheet whilst pumping. This is to discourage bouncing on the tramps whilst standing up. This technique is ruled out because it risks damage to the wings and boom.

Whilst wing pumping works, here are some other techniques to consider to get foiling sooner:

- *Set the sail very full when trying to get up and then flatten once foiling.*
- *Use the ride height adjuster to pop the boat up once at speed.*
- *Bear away and pump the sail at the same time.*
- *Foil pump – use your feet to pump the boat/foil.*

WASZP Logos:

The rules require all WASZP logos on the boat when originally supplied to remain on the boat. This is for several reasons:

- *To clearly distinguish the WASZP from other foiling classes.*
- *To maintain a consistent appearance across the fleet.*
- *To maintain value in the WASZP brand, which is pivotal to the class's success so far and in the future.*

The rules allow for logos to be removed in extraordinary circumstances (for example, to allow for sponsor branding). However, WASZP would still need to be featured with equal prominence in the new design, subject to approval by WASZP. The rules are strict but important for the overall success of the class.

Foil finishing:

Alloy was chosen for the foils for repeatability and how the hard anodising makes it almost impossible to reshape the foils without being very obvious. However, the plastic foil tips will have some manufacturing inconsistency, so we are allowing the edges to be finished. The main part of the tips are

reasonably consistent, and we have been unable to detect any change in performance from inconsistencies.

Bending the Wand Axle:

The wand's position in the water affects tripping ventilation of the foils, particularly in cold water. As this component can get bent accidentally, we decided it was better to allow it to be deliberately changed.

Foot straps:

WASZP intends to revert to manufacturer-supplied foot straps for boats sold in 2023 and the rule will come into effect on 1 January 2023. This is for two reasons: Firstly, it keeps the cost to the sailor low by eliminating the perceived need to make additional purchases after purchasing a new boat. Secondly, it controls the materials used to ensure safe loads through the wing bars, which will reduce long-term wear, especially for larger sailors. WASZP recognises that many sailors have already purchased non-supplied foot straps so, for boats first sold before 2023, the rule allows foot straps of 'similar material'. WASZP recognises the preference for sailors to use padded foot straps, therefore WASZP will create a padded option available from the manufacturer in 2022.

Camera mounts:

WASZP is always encouraging of sailors capturing their own media. The awesome images sailors are getting is one of the really cool things about the class. WASZP has always allowed cameras on boats but has decided to clarify the rules, particularly for cameras mounted on the back of boats. This enables great camera angles to be used in racing without compromising the rules or integrity of the racing.

Membership:

Now that RaceHub is live and an official International WASZP Class membership is in place, we have clarified rules on requirements for class

membership. WASZP aims to make its IWCA membership as worthwhile and rewarding as possible for all sailors.

WASZP_X:

The WASZP_X is included in these rules because, other than differing equipment, there is very little difference between the WASZP_X and standard WASZP divisions from a rules standpoint. Rules relating specifically to the WASZP_X will be reviewed as the class grows.

Bungy Adjustment:

We originally de-restricted the Bungy adjustment system to test the water and see how sailors developed solutions. In hind sight, we feel the wording was too open. On evaluation of what we have seen, we have chosen to tighten up the rule in this area for the following reasons:

- We don't believe there is a significant advantage for adjusting the bungy tension during a race (we do appreciate there are benefits to adjustment, so the manufacturer-supplied system allows this but not as an active control)*
- In one-design racing, a new boat should always be competitive without the need to spend additional time or money on modifications. A perception that additional hardware (such as cleats and blocks) makes the boat better undermines this principle.*

Changes:

Most changes to the rules made since the previous edition are highlighted in GREY. Minor changes, such as simple rewording to make the rule clearer, may not be highlighted. It is down to the sailor to ensure they comply with these class rules as they are written in this document.

THESE RULES ARE **CLOSED CLASS RULES**. IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

PART I – ADMINISTRATION

A. General

A.1 MANUFACTURER RIGHTS

- A.1.1 The WASZP Class uses a foiling sailboat designed by Andrew McDougall. McDougall Creations Pty Ltd is the owner and trademark holder (TMH) of the design.
- A.1.2 WASZP hulls, hull appendages, rigs and sails shall only be manufactured by a manufacturer licenced by McDougall Creations (referred to as Licensed Manufacturers [LM]).
- A.1.3 After leaving the LM, WASZP hulls, hull appendages, rigs and sails may only be altered to the extent permitted in these class rules.

A.2 LANGUAGE

- A.2.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.2.2 The word "shall" is mandatory and the word "may" is permissive.

A.3 ABBREVIATIONS

A.3.1

WS	World Sailing
IWCA	International WASZP Class Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
LM	Licenced Manufacturer
TMH	Trademark Holder
OA	Organising Authority

A.4 AUTHORITIES

- A.4.1 The international authority of the class is the IWCA which shall co-operate with the TMH in matters concerning these class rules
- A.4.2 The IWCA is under no legal obligation with respect to these class rules.

A.5 ADMINISTRATION OF THE CLASS

- A.5.1 The TMH has delegated its administrative functions of the class to the IWCA.
- A.5.2 The IWCA may delegate part or all of its functions, as stated in these class rules, to an Administrator.

A.6 RULES

- A.6.1 These class rules shall be read in conjunction with the RRS and ERS.
- A.6.2 Except where used in headings, when a term is printed in "bold" the definition in the ERS applies and when a term is printed in "italic" the definition in the RRS applies.

A.7 CLASS RULE VARIATIONS

- A.7.1 See RRS87, where "class association" shall be interpreted as IWCA.

A.8 CLASS RULES AMENDMENTS

- A.8.1 Requests for rule changes shall be submitted in writing to the IWCA. The IWCA will publish its decision on the request after consultation with the TMH and relevant NCAs.
- A.8.2 Amendments to these class rules shall only be made subject to approval of the TMH.

A.9 CLASS RULES INTERPRETATION

Where there is doubt over the interpretation of a class rule, the issue shall be referred to the IWCA, which shall consult the TMH for clarification. The IWCA will publish any clarification.

A.10 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

In the event that the WASZP becomes a WS Recognised Class:

A.10.1 LMs of hulls shall pay an International Class Fee for each hull manufactured.

A.10.2 The IWCA shall, after having received the International Class Fee for the hull, send the WS Building Plaque to the LM.

A.11 HULL & SAIL NUMBERS

A.11.1 Hull numbers shall be issued by the TMH.

A.11.2 Hull numbers shall be issued in consecutive order starting at 2000.

A.11.3 The sail number shall reference the hull number, unless A.11.4 or A.11.5 apply.

A.11.4 Sailors that finished inside the top 10 at the previous edition of the International WASZP Games may display their finishing position from that event as the sail number in place of the hull number.

A.11.5 When chartering a boat, a sailor may use a different sail number to the hull number if the sail number is from a boat that they own and that boat is not racing in the event.

B. Boat Eligibility

B.1 CLASS RULES AND CERTIFICATION

- B.1.1 The boat shall:
- (a) be in compliance with the class rules; and
 - (b) have valid certification marks as required.

B.2 IDENTIFICATION AND MARKINGS

- B.2.1 The WASZP insignia shall be displayed on the sail as supplied by the LM and in accordance with the dimensions and requirements as detailed in the diagram contained in Appendix - A.1.1.
- B.2.2 The division colour panel shall be displayed on the sail as supplied by the LM and in accordance with the dimensions and requirements as detailed in the diagram contained in Appendix - A.1.1.
- B.2.3 The location of country codes or country flags and sail numbers shall be displayed on the sail in accordance with the dimensions and requirements as detailed in B.3 above and the diagram contained in Appendix - A.1.1.
- B.2.4 The hull shall display the WASZP insignia and logos in the positions as supplied by the LM and in accordance with the diagram contained in Appendix - A.1.2.
- B.2.5 The hull shall display a WASZP Original Equipment marking and serial number affixed by the LM on the transom.
- B.2.6 Each WASZP hull and sail shall be supplied with WASZP insignia logos and WASZP text stickers affixed by the LM (excluding sail numbers, country codes and country flags). These stickers, including the yellow borders, shall not be removed or covered, except to effect repairs, in which case they must be replaced in the same location by the same stickers as supplied by the TMH or LM.

B.2.7 Infringements of the rules relating to identification and markings in this section B.2 may be permitted in writing from the TMH on a case-by-case basis. This could be, for example, taking into account commercial reasons, such as sponsorship, that could require supplied stickers to be removed. Each boat requires separate written permission. The proposed artwork must be supplied with the request for permission. The TMH has the right to demand changes to or refuse the proposed artwork.

B.3 SAIL NUMBERS AND NATIONAL LETTERS

B.3.1 Sail numbers and national letters shall meet the following requirements:

- (a) Those on the starboard side of the sail shall be placed above those on the port side.
- (b) All shall be a Sans serif typeface
- (c) A minimum height of 265mm
- (d) A minimum thickness of 45mm
- (e) The aft edge shall be a minimum of 45mm from the leech of the sail
- (f) The forward edge shall be a minimum of 45mm from the seam of the opaque cloth at the luff of the sail.
- (g) A minimum of 45mm spacing between each number or letter on the same line
- (h) A minimum of 45mm spacing between the top of the starboard side numbers and the third batten; and a minimum of 45mm spacing between the bottom of the port numbers and the fourth batten.
- (i) A minimum of 45mm spacing between the top of the starboard side letters and the second batten; and a minimum of 45mm spacing between the bottom of the port numbers and the third batten.
- (j) A minimum of 45mm spacing between the baseline of the numbers or letters on the starboard side and the top of the numbers or letters on the port side.

B.3.2 National flags may be used in place of national letters on the panel between the second and third battens.

B.3.3 National flags or national letters are mandatory at all Tier 1 and Tier 2 events.

B.4 EVENT INSPECTION

B.4.1 GENERAL

- (a) The role of Equipment Inspectors at an event is to verify that equipment satisfies the Class Rules and, where relevant, has been produced by a LM and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than what the Equipment Inspector considers being within manufacturing tolerances, the matter shall be reported to the race committee, protest committee and IWCA, who will rule if the equipment is eligible.
- (b) Equipment inspectors may be nominated by the OA or IWCA.

B.5 EVENT LIMITATION MARKS

B.5.1 All items of a crew's equipment which are subject to control and which require event limitation marks shall be so marked.

B.5.2 Some items of equipment may receive two event limitation marks, one in a readily visible position and a second in another position.

B.5.3 Where an event uses event limitation marks these marks shall not be removed during the event. Damage to or loss of event limitation marks shall be reported to the OA as soon as practical.

PART II – REQUIREMENTS AND LIMITATIONS

C. Conditions for Racing

C.1 PUMPING

C.1.1 RRS 42.3(C)(2) is amended to read:

"to initiate foiling:

- (i) each sail may be pulled in any number of times; and/or
- (ii) repetitive body movements may be used providing the crew is fully positioned within the wing frame and is not in direct contact with any part of the rig other than the mainsheet."

C.1.2 These actions shall not be repeatedly used to gain advantage other than to initiate foiling.

C.2 CREW

C.2.1 The crew shall consist of one person.

C.2.2 For the WASZP_X class, the crew shall be under the age of 18 on 31 December of the year they are competing. Where an event spans more than one year, the crew shall be under the age of 18 on 31 December in the new year.

C.3 MEMBERSHIP

C.3.1 To be eligible for Tier 1 events (International WASZP Games) and Tier 2 events (continental championships), a sailor must be a member of the IWCA.

C.3.2 NCAs may require membership to the NCA for some Tier 3 events.

C.4 DIVISIONS

C.4.1 Sail sizes will be designated by a colour coding system as follows:

Black panel – 'large' sail (8.2m²)

Red panel – 'medium' sail (6.9m²)

Yellow panel – WASZP_X (5.8m²)

C.5 PERSONAL EQUIPMENT

C.5.1 MANDATORY

- (a) Each crew shall wear a personal floatation device to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1 or equivalent standard.
- (b) For the WASZP_X class, each crew shall wear a helmet to a minimum standard of CE EN 1385. For all other WASZPs, helmets are encouraged but optional.

C.5.2 TOTAL WEIGHT

- (a) No clothing or equipment shall be carried with the specific feature of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.
- (b) The total weight of worn or carried equipment shall not exceed 9 kg when weighed as per Appendix H of the RRS.

C.6 ADVERTISING

C.6.1 LIMITATIONS

- (a) Advertising shall not be applied to the sail or hull where restricted by clauses B.2.
- (b) The OA may require competitors to display advertising in the 'Event Sponsorship' areas (on hull and/or sail) highlighted in Appendices A.1.1 and A.1.2. It is advised that this area be kept free for this purpose. The OA may require competitors to remove stickers in these areas to make way for the event stickers.
- (c) The OA, subject to the approval of the IWCA, may require competitors to wear event bibs whilst racing.
- (d) Aside from the limitations in this clause C.6.1, advertising is otherwise unrestricted.

C.7 PORTABLE EQUIPMENT

C.7.1 Sailors may carry the following:

- (a) Battery operated single or multi-function devices (including GPS based), removable for weighing. Electronic devices shall not receive information, other than GPS signals, from outside of the boat. Electronic devices fixed to the boat may only be fixed using a manufacturer-supplied mount in its original position. Holes may be drilled in the manufacturer-supplied mounts to allow devices to be attached.
- (b) Non-electronic wind indicators are allowed and may be attached as desired, removable for weighing. Electronic wind indicators are prohibited.
- (c) Spare parts and tools, removable for weighing.
- (d) Camera/video recording equipment and attachments, removable for weighing. No part of a camera or mount shall extend forward of the bow or outboard of the outer wing bars when the boat is in the upright position (excluding cameras attached to the crew such as headcams and chest cams). No part of a camera or mount shall extend further than 200mm aft of the trailing edge of the rudder blade. For rules purposes, cameras and mounts that extend aft of the rudder within the 200mm tolerance shall be considered equipment in its 'normal position' when interpreting the RRS definition of *Clear Astern and Clear Ahead; Overlap* and shall be considered part of the boat when interpreting RRS 10.

D.EQUIPMENT RULES

D.1 GENERAL

- D.1.1 No part of the boat shall be altered in any way except as permitted by these class rules.
- D.1.2 All components shall be manufactured solely by LMs unless specified in these rules.
- D.1.3 Differing WASZP and WASZP_X equipment may only be used as follows:
- (a) The WASZP_X class shall include the 5.8m² and 6.9m² rigs. Boats in the WASZP_X class must always use the curved wing bars and lower aft wing support block.
 - (b) The WASZP class shall include the 6.9m² and 8.2m² rigs. Boats in the WASZP class must always use the standard wing bars.
 - (c) Unless stipulated in the Notice of Race, a WASZP_X may race in the same fleet as the standard WASZP under the same rating.

D.2 WEIGHT

- D.2.1 The complete boat, dry, excluding covers, GPS, optional equipment, mast, boom, sail and ropes that run inside the sail foot pocket shall not weigh less than 41kg.

D.3 GENERAL MODIFICATIONS, MAINTENANCE AND REPAIR

Rule D.3. applies to all parts of the boat unless overridden elsewhere in these rules.

D.3.1 LIMITATIONS

- (a) Any cleat including integrated fairlead may be replaced with a cleat of any material and of substantially the same size, weight and design.
- (b) Any block may be replaced with a block of similar or greater weight and diameter. The block shall have the same number of sheaves unless specifically allowed otherwise.
- (c) Any attachment of blocks may be replaced. Attachments for blocks shall be of substantially the same size, weight and design.

- (d) Sheets and lines may be replaced without any restrictions as to length, diameter and taper providing the part is not made of wire and new function is not added.
- (e) Fasteners may be replaced or added:
 - (i) if the replacement is not lighter than the supplied fastener;
 - (ii) if the function of the fitting or part it fastens is not altered; and
 - (iii) where required to facilitate a repair, the fitting or part it fastens may be modified to accommodate slightly larger fasteners.
- (f) Any other fitting other than those mentioned in D.3.1 (a), (b), (c), (d) and (e) shall only be replaced by the same model or an equivalent replacement model.
- (g) Replacement fittings shall be fitted in the same position as the original fitting, or as close as is structurally possible.
- (h) No surface of the boat may be rubbed down except where specifically allowed.

D.3.2 REPAIRS

- (a) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

D.3.3 MODIFICATIONS

- (a) Non-abrasive polish may be thinly applied to any surface. No attempt shall be made to alter the surface shape with the polish.
- (b) Trim marks may be added.
- (c) Modifications, not specified in this document, aimed solely to improve the reliability of the boat, as deemed by the responsible measurer, shall not be grounds for disqualification of the boat without at least 24 hours notice to remove. Notice to remove will only be issued if it is deemed that the modification has possible performance gains.
- (d) Vinyl or similar maybe added to the sail, hull and spars in the areas outside of those reserved for event stickers (see Appendix A.1.2) and the WASZP identification stickers (see rule B.2). The hull, except for repairs, shall not be painted.

D.3.4 USE

- (a) The use of flexible adhesive tape, plastic or stainless rings, Velcro, rope or shock cord, shackles and bobbles is unrestricted except that such material shall not be used to:
- (i) create a fitting;
 - (ii) extend a function; or
 - (iii) improve aerodynamic or hydrodynamic efficiency of a permitted fitting.

Examples of modifications:

Allowed:

- Handles of any style on control lines.
- Tape to stop wear of the boom on the mast.

Not Allowed:

- Taping on extra material other than flexible tape to stop wear of the boom on the mast.
- Extra items to allow adjustments - such as boom height - while sailing.

D.3.5 REPLACEMENTS

- (a) Replacement of large items during an event (Hull, Mast, Sail, Boom, Foils, Gantry, Wing Frame, Rudder Stock and Tiller Assembly) shall only:
- (i) be may be made on land at the event venue or location(s) designated in the sailing instructions; or
 - (ii) be from stock available to all competitors held on vessels controlled by the OA.
- (b) Only one Hull, Mast, Sail and Foil Set shall be used during an event, except when lost or damaged beyond repair. Replacements of these items must be approved by the race committee, except that:
- (i) the damaged items may be replaced without race committee approval if it is the most efficient way to get a competitor back on the water; and
 - (ii) the race committee is informed of the change within the protest limitation time.
 - (iii) Where possible, the original components must be repaired and reinstated by the next race day or, if not repairable in the time frame, the replacement must be approved by the race committee.

D.4 HULL, GANTRY and WING ASSEMBLY

D.4.1 LIMITATIONS

- (a) Only one Hull shall be used during an event except when lost or damaged beyond repair as specified in rule D.3.5 (b). When a damaged hull is replaced under D.3.5(b)(i), the foils in the replacement hull may be used but the original sail and mast must be used.
- (b) Subject to rule D.3.5 (a), all Gantry and Wing Assembly components and attachments to the Hull as supplied by the LM may be changed at any time during an event.
- (c) WASZP logos: refer to B.2.4 to B.2.7.

D.4.2 MODIFICATIONS

- (a) Up to 31 December 2022, foot straps may be replaced with foot straps of any material, providing they have a similar function to those provided by the manufacturer.
- (b) This rule comes into effect on 1 January 2023: For boats first sold before 2023, foot straps shall be manufacturer-supplied or of similar function and material (polyester for the load-bearing strap) to those provided by the manufacturer. High modulus materials such as Dyneema, Spectra, Kevlar and Carbon are not allowed. For all boats sold in 2023 and onwards, manufacturer-supplied foot straps must be used.
- (c) Ropes may be added to statically position foot straps inward or outward.
- (d) Holes may be cut in the Wing Tramps to allow the foot straps to be attached in a different position along the wing bar.
- (e) The Wing Support Blocks may be modified to allow for easy fitting. The modification must not hold the wings higher than unmodified blocks.
- (f) The front and rear ends of Outer Wing Bars may be wrapped with any material for strengthening within 30mm of the ends.

D.4.3 OPTIONAL

- (a) The GPS Swivel Mount may be removed.

- (b) Except for the WASZP_X class, either version of the Wing Support Blocks as supplied by the LM may be used and may be changed at any time during an event, provided that all four Wing Support Blocks are the same version.

D.5 HULL APPENDAGES (FOILS)

D.5.1 LIMITATIONS

- (a) Only one front foil assembly (vertical and associated horizontal foils) and one rear foil assembly (vertical and associated horizontal foils) shall be used during an event except when lost or damaged beyond repair, as specified in rule D.3.5 (b).
- (b) Foil wing tips as supplied by the LM may be changed at any time during an event. The replacement tips shall be of the same size and shape as the originals.
- (c) Foil control pull and push rods and associated fittings as supplied by the LM may be changed at any time during an event.
- (d) The bolt attaching the horizontal foils to the vertical foil may be replaced at any time with a bolt of similar specification and material to the supplied bolt.

D.5.2 MODIFICATIONS

- (a) Foil Smoothing:
 - (i) As per the general rules, the alloy surfaces of the foils may not be rubbed down.
 - (ii) Repairs to the front foils (vertical and horizontal aluminium sections) and rear foils (vertical and horizontal aluminium sections) may only be undertaken if the filled area is less than 10 square centimetres.
 - (iii) The join between the flap and main section of the horizontal foils **shall not** be filled.
 - (iv) The void where the bolt attaches the horizontal foils to the vertical foil **shall not** be filled.
 - (v) Any gap up to 2mm between the plastic foil tip and the alloy extrusion may be filled.
 - (vi) Gaps of up to 2mm between the vertical foil and the horizontal foil may be filled with any material.
 - (vii) No attempt shall be made to smooth the corner between the vertical and horizontal foil sections.

- (viii) The foil wing tips may be rubbed down only within 5 mm of the leading and trailing edges to remove moulding flashing or smooth damage. The rubbing down must not change the profile from original with the intent or effect of gaining performance.
- (b) The Front Vertical Foil Push Rod may be shortened.

D.6 RUDDER BOX AND TILLER ASSEMBLY

D.6.1 LIMITATIONS

- (a) The Rudder Box, Tiller, Tiller Extension and fittings as supplied by the LM may be changed at any time during an event, subject to rule D.3.5 (a).

D.6.2 MODIFICATIONS

- (a) The Rudder Box packing may be replaced with similar webbing material.
- (b) Packing material may be added to the Tiller to make it tight in the Rudder Box stock.
- (c) The Tiller Extension and the Tiller Extension Flexible joint may be shortened.

D.7 RIG

D.7.1 LIMITATIONS

- (a) Only one Mast shall be used during an event, except when lost or damaged beyond repair, as specified in rule D.3.5 (b).
- (b) The Mast shall display a WASZP Original Equipment marking affixed by the LM.
- (c) The Boom as supplied by the LM may be changed at any time during an event, subject to rule D.3.5 (a).
- (d) The outhaul and downhaul control ropes must be set up as per the rigging guide with the outhaul leading through the central swivel cleat and the downhaul through the two fixed side cleats.

D.7.2 MODIFICATIONS

- (a) The mainsheet bridle may be replaced with any material of any length.
- (b) The Boom attachment rope on the mast may:
 - (i) be replaced with any rope of any length;

- (ii) be attached at any height within the boom cut out of the sail;
 - (iii) consist of multiple ropes attached to the mast; and
 - (iv) be secured in position by tape.
- (c) The boom and boom front hook may be used either way up.
 - (d) Early booms supplied by the LM with 18 length adjustment holes per side may have two extra length adjustment holes drilled each side to extend the maximum length to be the same as the later booms.

D.7.3 FITTINGS

- (a) The double blocks on the sail clew and boom end may be replaced with triple blocks.
- (b) A single block or guide ring may be tied loosely with rope around the bottom of the mast to lead the outhaul rope through.
- (c) Ropes and guide rings may be added on the outer front wing area to hold the outhaul and downhaul control lines in a more convenient position for adjusting.

D.7.4 USE

- (a) Running rigging shall be led through and attached to the fittings supplied for the function.
- (b) The boom may be extended to any length within its supplied range.
- (c) The configuration of the mainsheet bridle is unrestricted, provided it is attached to only the 3 standard mounting points. The rear bridle rope is optional.

D.8 SAIL

D.8.1 LIMITATIONS

- (a) Only one sail shall be used during an event, except when lost or damaged beyond repair, as specified in rule D.3.5 (b). The replacement sail shall be the same size as the original.
- (b) Sail Battens shall not be replaced during an event, except when a batten is lost or damaged.
- (c) Batten Tensioners and Camber Inducers as supplied by the LM may be replaced at any time during an event.

D.8.2 MODIFICATIONS

- (a) Sails shall not be pierced or recut, except as permitted in D.3.2.(a), or otherwise change or affect any aspect of the sail for any reason other than effecting necessary repairs or as permitted by these rules.
- (b) Sails may be reinforced to match the latest model of sail released by the LM. Such modifications must not affect the shape and performance of the sail.
- (c) WASZP Logos and Text may not be removed or covered other than provided for in Rule B.2.
- (d) Artwork, advertising, stickers etc may only be applied as per Appendices - A.1.1.
- (e) Tell Tales on the sail are permitted in any number and location.
- (f) Sail Battens shall not be altered in stiffness by any method.
- (g) Camber Inducers shall not be altered in any way and no attempt may be made to change the rotation characteristics.
- (h) To protect our oceans, applying lubricant (such as silicon or PTFE sprays) to the mast, sail or cambers that can wash off is prohibited.
- (i) For reliability and to stop wear on the sail, rope may be added to the mainsheet blocks attached to the sail, tying the front block to the tack ring on the sail and the rear block to the clew ring. The primary fixing of the blocks must remain as per the rigging guide.

D.8.3 USE

- (a) The use of Camber Inducer Spacers is unrestricted.
- (b) Sail Battens and Camber Inducers be used in the position in the sail they were made for.
- (c) Sail Battens shall be inserted in the sail with tapered end forward.

D.9 CONTROL SYSTEM (Wand to Front Foil Bell Crank)

D.9.1 LIMITATIONS

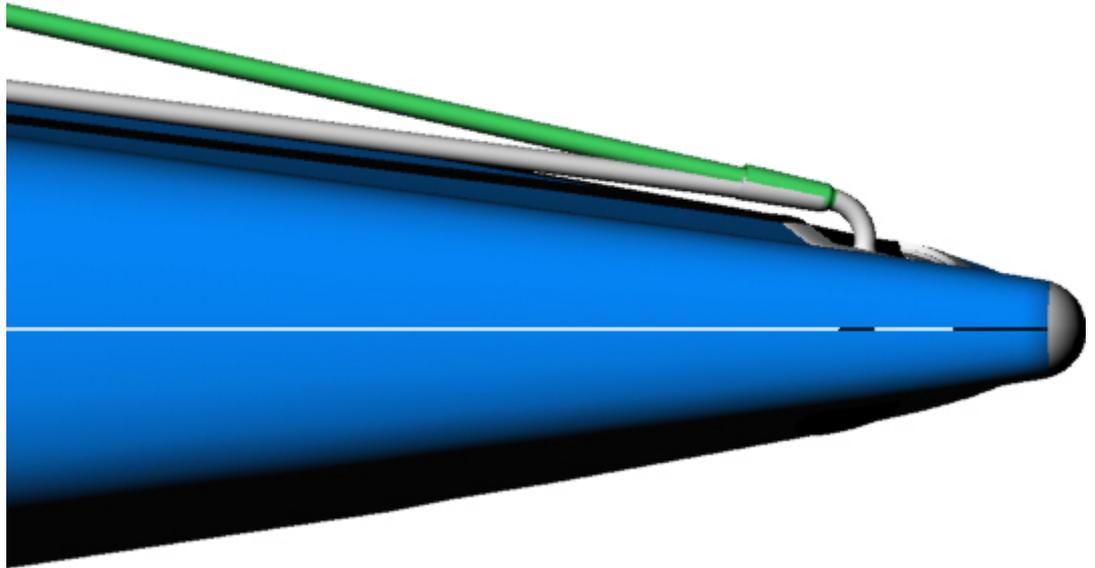
- (a) The Wand Assembly (Wand with Paddle and Wand Axle) shall not be changed during an event except when Wand Assembly is lost or damaged
- (b) Any part of the control system other than the Wand Assembly may be changed during an event.

- (c) The ride height adjuster may be of any model supplied by the LM.

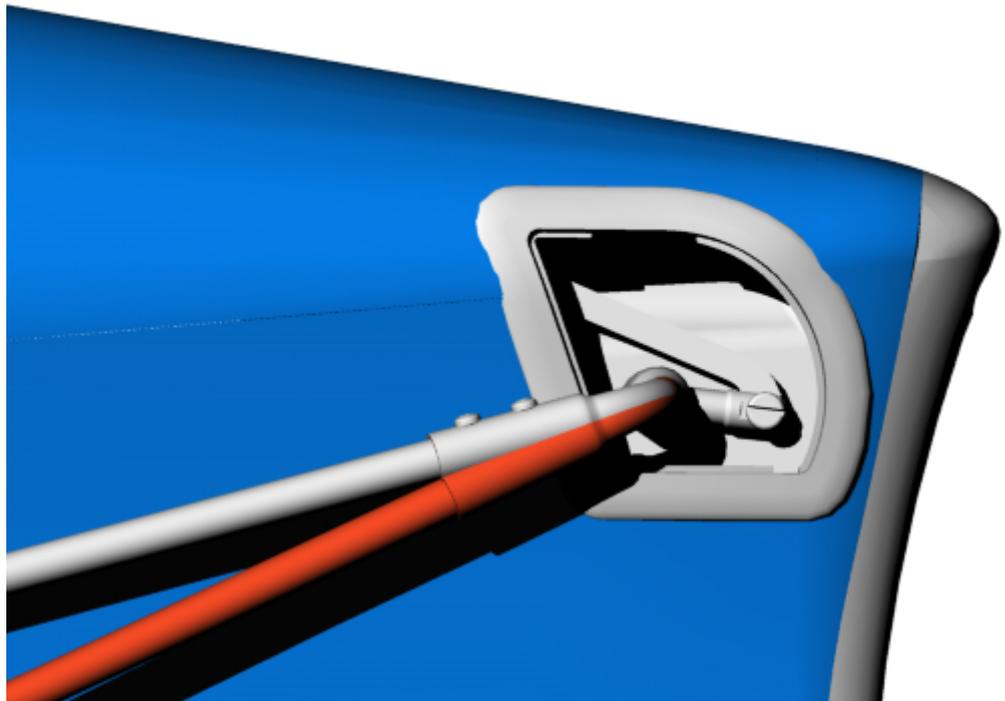
D.9.2 MODIFICATIONS

- (a) The wand length, material & taper shall not be altered
- (b) The wand paddle shall not be removed or altered
- (c) The Push and Pull Rods may be shortened.
- (d) The Push Rod may be bent for better alignment.
- (e) The Reversing Lever can be bent to allow for better alignment.
- (f) The Reversing Lever axle bolt diameter can be increased to 6mm.
- (g) The bungy system used to tension the wand may be changed, providing it replicates the form and function of any version supplied by the LM. Additional cleat(s) shall not be used.
- (h) A bungy with attachment on the hull no further than 500mm back from the bow may be added to the wand to limit its forward movement. It shall not be configured to allow adjustment by the sailor from further aft than the attachment point. The attachment on the hull must be a tether of similar function to the LM supplied tether.
- (i) The Wand Axle may be bent to change the distance of the wand from the side of the boat, but not to change the gearing screw angle to the wand in side view.

Modification allowed in D.9.2(i):

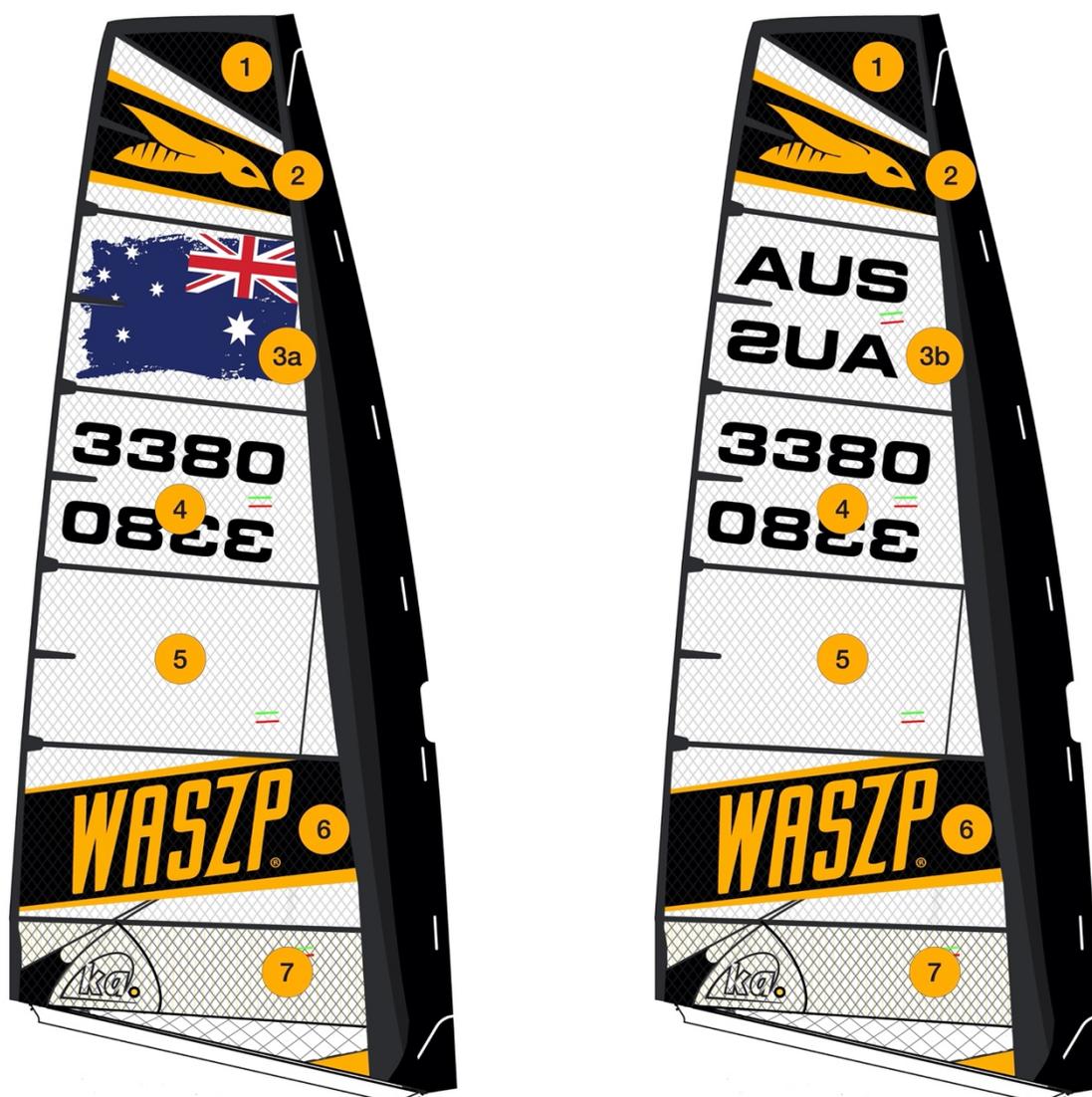


Modification not allowed in D.9.2(i):



Section III - Appendices – A.1.1

1	Coloured panel indicating rig size
2	WASZP Insignia as supplied with the sail
3a	National Flag (panel between battens 2 & 3)
3b	National letters, same font as Sail Number (panel between battens 2 & 3)
4	Sail Number (panel between battens 3 & 4; starboard side high)
5	Open Area available for personal branding (panel between batten 4 & 5)
6	WASZP Logo as supplied with the sail
7	Event Sponsorship (in panel below batten 7)



Section III - Appendices – A.1.2



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Major differences to version 11 highlighted in GREY.