

WASZP®

CLASS RULES

2016



Closed Class Rules for a Manufacturer Controlled Class

*DRAFT ONLY
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INTRODUCTION

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

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.

The WASZP Class uses a foiling sailboat designed by Andrew McDougall. McDougall Creations Pty Ltd is the owner and trademark holder of the design.

WASZP hulls, hull appendages, rigs and sails are measurement / manufacturing controlled.

*WASZP hulls, hull appendages, rigs and sails **shall** only be manufactured by a manufacturer licenced by McDougall Creations – in the class rules referred to as Licensed Manufacturers.*

Equipment is required to comply with the WASZP Building Specification and and in the event that the WASZP becomes a Recognised Class will be subject to an World Sailing (ISAF) approved manufacturing control system.

WASZP hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE 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

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- | | | |
|-------|-----------|--|
| A.2.1 | WS (ISAF) | World Sailing (International Sailing Federation) |
| | MNA | WS (ISAF) Member National Authority |
| | IWCA | International WASZP Class Association |
| | NCA | National Class Association |
| | ERS | Equipment Rules of Sailing |
| | RRS | Racing Rules of Sailing |
| | LM | Licensed Manufacturer |
| | TMH | Trademark Holder |

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the IWCA which shall co-operate with the TMH in matters concerning these **class rules**
- A.3.2 The IWCA is under no legal obligation with respect to these **class rules**.

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A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The TMH has delegated its administrative functions of the class to the IWCA. The IWCA may delegate part or all of its functions, as stated in these **class rules**, to an Administrator.

A.5 RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 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.6 CLASS RULE VARIATIONS

- A.6.1 At Class Events – see RRS 88.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Submissions for rule changes may be made in writing by the IWCA after consultation with the TMH.
- A.7.2 Amendments to these **class rules** shall only be made subject to approval of the TMH.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of **class rules** shall be made by the TMH in consultation with the IWCA.
- A.8.2 Interpretation of **class rules** at an event shall be carried out in accordance with the RRS. The event organizing authority shall, as soon as practical after the event, inform the TMH & IWCA of any interpretations.

A.9 INTERNATIONAL CLASS FEE AND WS (ISAF) BUILDING PLAQUE

In the event that the WASZP becomes an WS (ISAF) Recognised Class

- A.9.1 Licensed manufacturers of hulls shall pay an International Class Fee for each hull manufactured.
- A.9.2 The IWCA shall, after having received the International Class Fee for the hull, send the WS (ISAF) Building Plaque to the Licensed Manufacturer.

A.10 LICENSED MANUFACTURERS

- A.10.1 WASZP equipment shall only be manufactured by those appointed and licensed by the TMH. Such licensees shall be referred to as Licensed Manufacturers (LM) within the **class rules**.

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 2001.
- A.11.3 The sail number shall reference the hull number, and may be preceded by the national letters at international events in accordance with RRS appendix G.1.1.

A.12 HULL CERTIFICATION

- A.12.1 Hull **certificates** shall not be issued.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

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

B.2 CLASS ASSOCIATION MARKINGS

- B.2.1 Each WASZP shall have a builder's hull identification mark incorporating the boat hull number affixed in the rear of the cockpit.

B.3 WASZP MARKINGS

- B.3.1 Each WASZP **hull** shall be supplied with WASZP emblem logos and WASZP text stickers affixed by the LM. These stickers are considered class emblems shall not be removed except to effect repairs and must be replaced in the same location by the same stickers as supplied by the TMH or LM.

B.4 EVENT INSPECTION

B.4.1 GENERAL

A role of Equipment Inspectors at an event is to verify that equipment has been produced by a Licensed Manufacturer 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.

Such occurrences shall be reported to the TMH and the IWCA as soon as practical for investigation and a ruling on the eligibility of the equipment for racing.

B.5 EVENT LIMITATION MARKS

- B.5.1 All items of a **crew's** equipment which are subject to control as per the schedule on the Regatta Equipment Control Form 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. If the **event limitation mark** becomes damaged or lost this shall be reported to the event race committee as soon as practical.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. Equipment control and **equipment inspection** shall be carried out in accordance with the ERS except where where varied by Part II of these **class rules**.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) RRS 42.3(C) is amended to read:

When surfing (rapidly accelerating down a wave), foiling (sailing with the hull clear of the water due to the effect of hydrofoils) or planing is possible, the boat's crew may pump the sail in order to initiate surfing, foiling or planning, but only four times for each wave or gust of wind.

(b) Add to RRS 42.3: Rapid and/or repetitive body movements through contact with the hull or wings or similar actions that exert force upon the boat for the specific purpose of promoting foiling are allowed so long as the crew is positioned fully within the wing frame.

(c) Add to RRS 42.3: A boat's crew may pump the mainsail repeatedly to rotate the battens and camber inducers after gybing or tacking.

(d) The ERS Part I – Use of Equipment shall apply.

C.1.2 LIMITATIONS

(a) The WASZP shall only be raced with **hull, hull appendages, rudder box and tiller assembly, rig and sails** as supplied by the LM conforming to these rules.

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

(a) In all state, regional, national or international events each **crew** shall be a current member of the IWCA.

C.3 DIVISIONS

Sail sizes will be designated by a color coding system as follows:

(a) Black panel – 'large' sail

(b) Blue panel – 'medium' sail

(c) Green panel – 'small' sail

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

- (a) Each crew will wear a **personal floatation device** to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1 or the notice of race may prescribe alternatives.
- (b) 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.

C.4.2 TOTAL WEIGHT

- (a) The total weight of worn equipment shall not exceed 9 kg.

C.4.3 OPTIONAL

- (a) Each crew is encouraged to wear a helmet to the minimum standard CE EN 1385.
- (b) A container for holding food and beverages in accordance with RRS Appendix B.2.1 (b) may be carried.
- (c) Electronic or mechanical timing devices.

C.5 ADVERTISING

C.5.1 LIMITATIONS

Advertising as chosen by the Person in Charge is unrestricted as in accordance with the WS (ISAF) Advertising Code. (See ISAF Regulation 20).

C.6 PORTABLE EQUIPMENT

C.6.1 OPTIONAL

- (a) One only of any battery operated (including GPS based) single or multi-function device, affixed to the supplied WASZP **deck mount** and removable for weighing;

Any device in C.61 shall not be permitted to receive or be capable of receiving information or to interface or be capable of interfacing with any transducer, instrument, computer or other electronic device that provides or is capable of providing information or electronic data, whether live or not, relating to the current, tide, actual weather and wind, forecasted weather including GRIB files or other similar types of files, navigating or routing or any other information or electronic data of whatsoever type.

- (b) Wind indicators are allowed and may be attached as desired.
- (c) Spare parts and tools, removable for weighing.
- (d) Camera/video recording equipment and attachments, removable for weighing.

C.7 BOAT

C.7.1 WEIGHT – TO BE ADVISED – CONSIDERING WHAT EQUIPMENT TO INCLUDE IN WEIGHING

C.7.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (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 in such a way as to create a fitting or extend a function of a permitted fitting.
- (b) Sheets and lines may be replaced without any restrictions as to length, diameter and taper providing the part is not made of wire.
- (c) Any cleat including integrated fairlead may be replaced with a cleat of any material and of substantially the same size and design.
- (d) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter. Ratchet blocks have no sheave diameter restrictions.
- (e) Any attachment of blocks may be replaced. Attachments for blocks shall be of substantially the same size and design.
- (f) Any other fitting other than those mentioned in C.7.2 (c), (d) and (e), shall only be replaced by the same model or a replacement model.
- (g) Replacement fittings shall be fitted in the same position as the original fitting, or as close as is structurally possible.
- (h) Fasteners may be replaced or added, if the function of the fitting or part is not altered and where required to facilitate a repair the fitting maybe modified to accommodate slightly larger fixings.
- (i) For the purpose of advertising; painting, vinyl or similar maybe added to the **sail, hull and spars**. The **hull**, except that as per C.8.4, shall not be painted and vinyl shall only be added above the waterline.

C.8 HULL

C8.1 LIMITATIONS

- (a) Only one **hull** shall be used during an event, except when lost or damaged beyond repair. Such replacements may be made only with the approval of the Race Committee
- (b) The lower gudgeon bush as supplied by the LM may be changed at any time during an event.

C.8.2 MODIFICATIONS

- (a) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- (b) Trim marks may be added.
- (c) Padded material of any kind may be added to the hiking straps.

C.8.3 FITTINGS

(a) USE

- (1) Drainage plugs shall be kept in place at all times.
- (2) The length of the hiking straps may be adjusted to any length provided that they perform the same function.
- (3) The volume of air in the wing tramp bladders is optional.
- (4) 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.

C.8.4 MAINTENANCE AND REPAIR

- (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.
- (b) The underside of the hull may be rubbed down and polished.

C.9 HULL APPENDAGES

C9.1 LIMITATIONS

- (a) Only one **main foil assembly** (vertical and associated horizontal foils) and one **rudder foil assembly** (vertical and associated horizontal foils) shall be used during an event, except when a **hull appendage** is lost or damaged beyond repair. Such replacements may be made only with the approval of the Race Committee.
- (b) Foil wing tips as supplied by the LM may be changed at any time during an event.
- (d) Foil control pull and push rods as supplied by the LM may be changed at any time during an event.

C.9.2 MODIFICATIONS

- (a) The **hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- (b) The foil wing tips may be rubbed down and polished.

C.9.3 FITTINGS

(a) USE

- (1) **TO BE CONFIRMED**

C.9.4 MAINTENANCE AND REPAIR

- (a) Repairs may be carried out provided such repairs are made in such a way that the shape, characteristics or function of the original are not affected.
- (b) Repairs to the **main foils** (vertical and horizontal aluminium sections) and **rudder foils** (vertical and horizontal aluminium sections) may only be undertaken if the filled area is less than 10 square centimetres.

C.10 RUDDER BOX AND TILLER ASSEMBLY

C.10.1 LIMITATIONS

- (a) Only one **rudder box** and one **tiller assembly** shall be used during an event, except when a **rudder box** or **tiller assembly** is lost or damaged beyond repair. Such replacements may be made only with the approval of the Race Committee.
- (b) The **tiller**, **tiller** extension or **tiller** flexible joint as supplied by the LM may be changed at any time during an event.

C.10.2 MODIFICATIONS

- (a) The **rudder box** packing may be replaced with similar webbing material.

C.10.3 FITTINGS

- (a) USE
 - (1) **TO BE CONFIRMED**

C.10.4 MAINTENANCE AND REPAIR

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

C.11 RIG

C.11.1 LIMITATIONS

- (a) Only one **mast** and one **boom** shall be used during an event, except when a **mast** or **boom** is lost or damaged beyond repair. Such replacements may be made only with the approval of the Race Committee.

C.11.2 MODIFICATIONS

- (a) The **rig** shall not be altered in any way except as permitted by these **class rules**.
- (b) A **mainsheet block with integrated cleat** may be added only if it is using the supplied mounting on the centreline. The use of a spring to hold the block upright is allowed.
- (c) The **mainsheet bridle** may be replaced with any material of any length.
- (d) Tape may be added to the boom attachment rope on the **mast**.

C.11.3 FITTINGS

- (a) USE
 - (1) **Running rigging** shall be led through and attached to the fittings supplied for the function.

- (2) The **mainsheet** may be led either from the turning block at the foot of the sail or through the block using the mounting on the centreline.
- (3) The **boom** may be attached at any height within the boom cut out of the **sail**.
- (4) The **boom** may be extended to any length within its supplied range.
- (5) The configuration of the **mainsheet bridle** is unrestricted provided it is attached to all 3 mounting points on the hull.

C.11.4 MAINTENANCE AND REPAIR

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

C.12 SAILS

C.12.1 LIMITATIONS

- (a) Only one **sail** shall be used during an event, except when a **sail** is lost or damaged beyond repair. Such replacements may be made only with the approval of the Race Committee.
- (b) Battens as supplied by the LM may be changed at any time during an event.
- (c) Camber Inducers as supplied by the LM may be changed at any time during an event.

C.12.2 MODIFICATIONS

- (a) The **sail** shall not be altered in any way except as permitted by these **class rules**.
- (b) **Sails** shall not be recut, except as permitted in C.12.4(a), or otherwise change or affect any aspect of the **sail** or pierce the **sail** for any reason other than effecting necessary repairs or as permitted by these rules.
- (b) The length of the battens may be altered to adjust the tension in the batten pocket, provided the batten fits within the original pocket and the **sail** is not altered.
- (c) The **sail** battens as supplied by the LM shall not be altered in stiffness.
- (d) The **sail** camber inducers as supplied by the LM shall not be altered in any way.
- (e) No attempt may be made to change the rotation characteristics of the **sail** camber inducers.
- (f) Tell Tales on the **sail** are permitted in any number and location.

C.12.3 FITTINGS

(a) USE

- (1) The use camber inducer spacers as supplied by the LM is unrestricted so long as they are not permanently attached to the **sail**.

C.12.4 MAINTENANCE AND REPAIR

- (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.
- (b) Replacement **sail** battens, camber inducers and camber inducer spacers must be supplied by the LM.

C.12.5 SAIL

(a) IDENTIFICATION

- (1) The WASZP class insignia and WASZP word as printed on the **sail** by the licensed manufacturer. The location shall conform with the dimensions and requirements as detailed in the diagram contained in Section III – Appendices - A.1.
- (2) The WASZP class division color panel as provided with the **sail** by the licensed manufacturer. The location shall conform with the dimensions and requirements as detailed in the diagram contained in Section III – Appendices - A.1.
- (3) The location of country codes and numbers shall conform with the dimensions and requirements as detailed in the diagram contained in Section III – Appendices - A.1., in accordance with RRS appendix G1.3.

Section D – HULL

D.1 MANUFACTURERS

(a) **Hull, hull** components, wing assembly, gantry and control systems shall only be manufactured by Licensed Manufacturers.

D.2 PARTS

D2.1 MANDATORY

- (a) **Hull** including nose wand cavity surround, cavity cover and port cavity cover
- (b) Mast socket ring, mast step and mast step pin
- (c) Centre case inserts
- (d) Wing bars and connectors
- (e) Wing tramps including hiking straps
- (f) Wing tramp hull bolt rope tracks
- (g) Wing hinges, blocks and pins
- (h) Ride Height adjustor assembly
- (i) Gearing/reversing lever
- (j) Push rod assembly
- (k) Gantry and gantry adjustor
- (l) Hull fittings, blocks and cleats as supplied

D2.2 OPTIONAL

- (a) GPS deck mount

D.3 IDENTIFICATION

- (a) The hull shall display a *WASZP Original Equipment* marking and serial number affixed by the LM near the transom.
- (b) The hull shall display the WASZP emblem logos and WASZP text stickers affixed in the positions as supplied by the LM.

D.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the WASZP Building Specification.

Section E – HULL APPENDAGES

E.1 MANUFACTURERS

(a) **Hull appendages** and control systems shall only be manufactured by Licensed Manufacturers.

E.2 PARTS

E.2.1 MANDATORY

- (a) Front foil assembly
- (b) Rear foil assembly
- (c) Control system assembly including ride height adjustor
- (d) Wand and wand control system assembly including pull rod, gearing adjustor, control link and slider

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the WASZP Building Specification.

Section F – RUDDER BOX AND TILLER ASSEMBLY

F.1 MANUFACTURERS

(a) The **Rudder Box** and **Tiller Assembly** shall only be manufactured by Licensed Manufacturers.

F.2 PARTS

F.2.1 MANDATORY

- (a) Rudder box assembly including bush, rudder pin and retaining system
- (b) Tiller tube assembly including sliding gudgeon
- (c) Tiller extension and flexible joint assembly

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the WASZP Building Specification.

Section G – RIG

G.1 MANUFACTURERS

(a) The **Mast** and **Boom** shall only be manufactured by Licensed Manufacturers.

G.2 PARTS

G.2.1 MANDATORY

(a) Mast bottom section including mast collar and mast foot

(b) Mast top section including top plug

(c) Boom including front end fitting and extendable rear end

G.3 IDENTIFICATION

(a) The mast and boom will shall display a *WASZP Original Equipment* marking affixed by the LM.

G.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the WASZP Building Specification.

Section H – SAIL

H.1 MANUFACTURERS

(a) The **Sail** shall only be manufactured by Licensed Manufacturers.

H.2 PARTS

H.2.1 MANDATORY

(a) **Sail**

(b) Battens

(c) Batten end tension adjustors

(d) Camber inducers

H2.2 OPTIONAL

(a) Camber inducer spacers

H.3 IDENTIFICATION

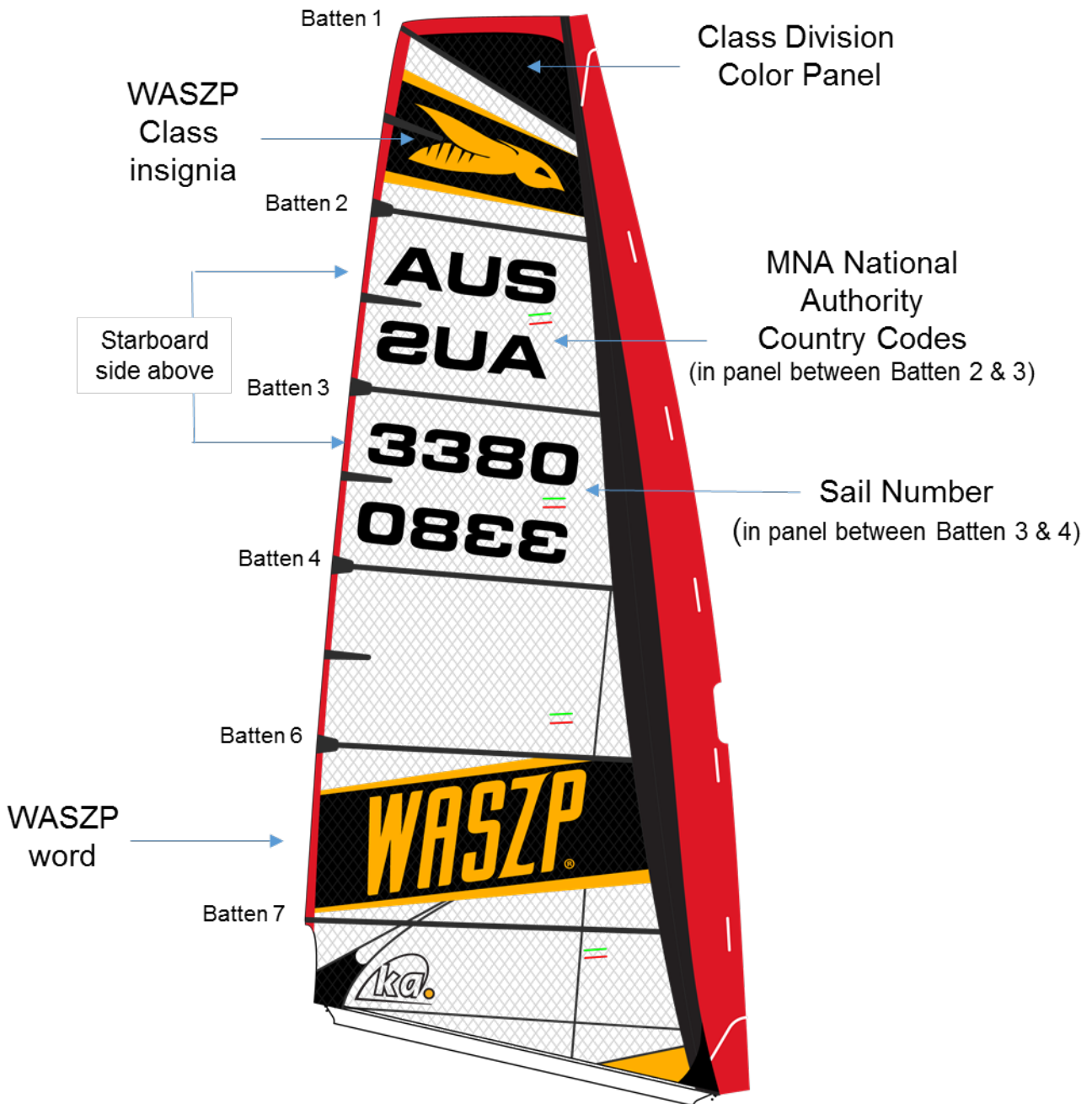
(a) The sail shall carry the class insignia, WASZP word and class division color panel applied by the LM. The location shall conform with the dimensions and requirements as detailed in the diagram contained in Section III – Appendices - A.1.

H.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the WASZP Building Specification.

PART III – APPENDICES

A.1 Sail Identification



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