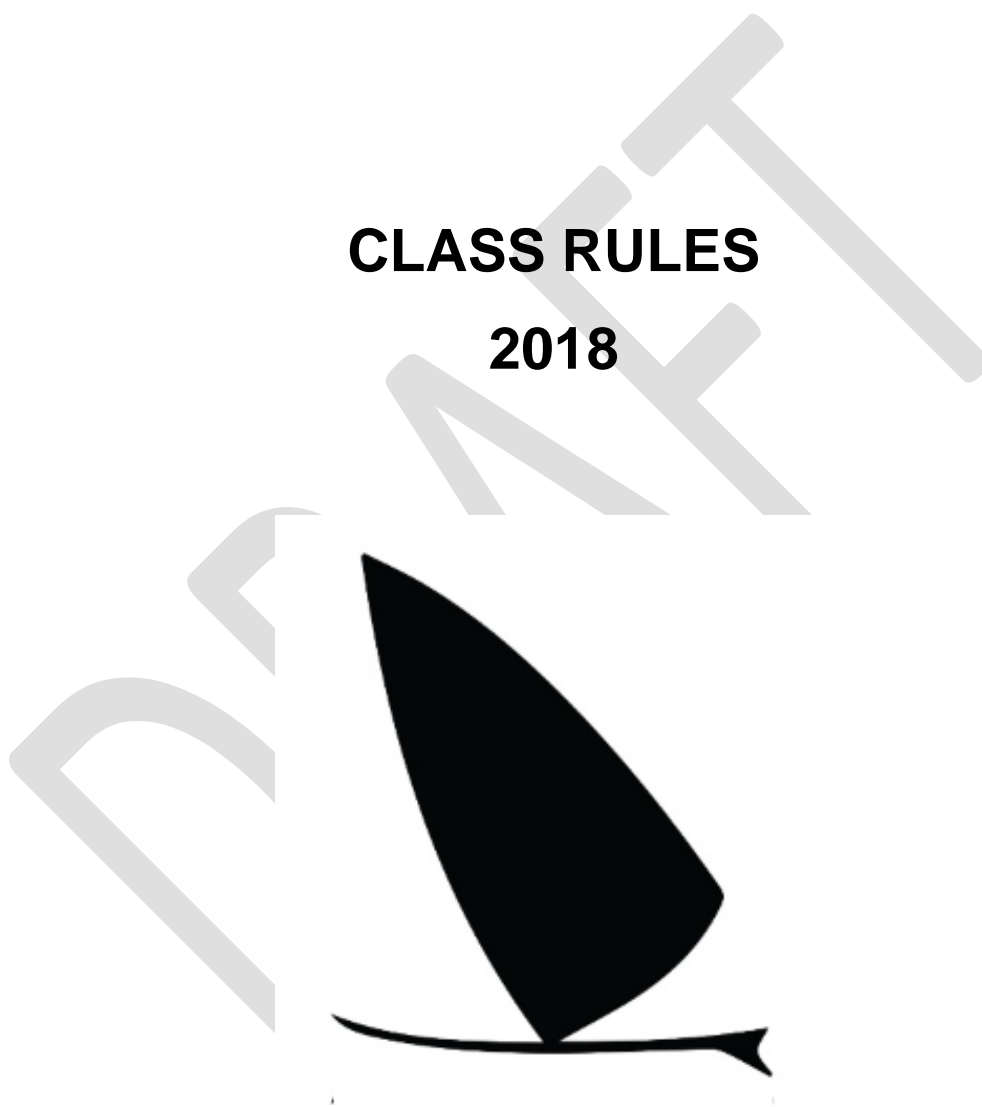


WINDSURFER

CLASS RULES 2018



Closed Class Rules for a Manufacturer Controlled Class

*DRAFT ONLY
Revision 4: June 2018*

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INTRODUCTION

The Windsurfer Class maintains the ideals and traditions of the sailboarding pioneers – to provide a fun and inclusive platform for fair and friendly competition.

The Windsurfer Class supports inexpensive one design racing, where the emphasis is on skill and tactics rather than equipment.

These rules reflect the “Windsurfer LT” specifications as adopted by the Class in 2018.

“Original Windsurfers” (pre-1984) and “Windsurfer One Designs” (1984 – 2018) remain Class legal and may race in their supplied equipment configurations so long as they meet all requirements of the Equipment Rules outlined in Section C 6 - 9.

Windsurfer hulls, hull appendages, rigs and sails are manufacturing controlled.

The Windsurfer hull, hull appendages, rigs and sails shall only be manufactured by appointed manufacturers.

After Windsurfer hulls, hull appendages, rigs and sails have left the manufacturer, they may only be altered to the extent permitted in Section C of these class rules.

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

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

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 World Sailing

MNA WS Member National Authority

IWCA International Windsurfer Class Association

AM Appointed Manufacturer(s)

WNCA Windsurfer National Class Association

RRS Racing Rules of Sailing

WCR Windsurfing Competition Rules

ERS Equipment Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

A.3.1 The international authority of the class is IWCA, which shall co-operate with the WNCA(s) in all matters concerning these **class rules**.

A.3.2 No liability or legal responsibility in respect of these **class rules** can be accepted by IWCA, or its delegated representatives.

A.4 WS RULES

A.4.1 These **class rules** shall be read in conjunction with the ERS.

A.4.2 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 “*italics*” the definition in the RRS as modified by the WCR applies.

A.5 CLASS RULES AMENDMENTS

A.5.1 Amendments to these **class rules** are subject to the approval of IWCA.

A.6 CLASS RULES INTERPRETATIONS

A.6.1 Interpretation of these **class rules** shall be made by IWCA.

A.7 APPOINTED MANUFACTURERS

A.7.1 Windsurfer **boards, hull appendages, masts, booms** and **sails** shall be manufactured by suppliers agreed by IWCA and referred to as appointed manufacturers (AM) in these **class rules**.

A.8 SAIL NUMBERS

A.8.1 Sail numbers shall be co-ordinated by each Windsurfer National Class Association.

Section B – Equipment Eligibility

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

B.1 HULL CERTIFICATION & MARKINGS

B.1.1 Hull **certificates** are not issued.

B.1.2 Boards shall display the official Windsurfer logo as applied by the manufacturer.

B.2 EVENT INSPECTION

B.2.1 GENERAL

(a) For the purpose of RRS 78, **crews** are considered to be the owners.

(b) The role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Appointed 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 standard or a sample of other equipment presented for inspection.

(c) Should this comparison reveal deviation greater than the Equipment Inspector considers being within manufacturing tolerances, this shall be reported to technical representatives of IWCA and/or AM and/or WNCA for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner shall present alternative equipment for inspection.

B.3 EVENT LIMITATION MARKS

B.3.1 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.3.2 Some items of equipment may receive two **event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and his/her equipment 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 inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The following ERS shall not apply: A.2 Certificate; B.1 Position of Equipment.
- (b) RRS WCR 42 is amended to read:

A board shall be propelled only by the action of the wind on the sail, by the action of the water on the hull and by the unassisted actions of the competitor except that when:

- (i) Course racing

And competitors are sailing to windward or on a close-hauled course, pumping (continuous and/or repetitive movement of the rig to induce wind-flow over the sail) is prohibited except for the first 30 seconds after the starting signal.

C.2 CREW

C.2.1 LIMITATIONS

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

C.2.2 MEMBERSHIP

- (a) No **crew** is permitted to race at a National or International event unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of the NCA conducting the event.

C.2.3 WEIGHT / AGE DIVISIONS

- (a) Men & Women may race together or in sperate gender categories.
- (b) In National and International events competitors will be allocated to Weight divisions by one of the following methods.

- 1. Fixed Weights:

Category	Division	Weight (kilograms)
A	Light Weight	Less than 75 kilograms
B	Medium Weight	75 – 84.9 kilograms
C	Heavy Weight	85 – 94.9 kilograms
D	Super Heavy Weight	95 kilograms or more

- (i) The fixed weight groups may be revised from time to time (but no more than once per calendar year) to better reflect actual weight splits based on competitor statistics in National / International events.

2. Split Weights:

- (i) Competitors will be divided into the 4 categories of weight (A-D) of equal numbers, including Youth and Juniors.
- (ii) After the weighting procedure, in case the total number cannot be divided by four, the first category with one competitor more will be determined upon a random draw. In case two competitors have the same weight, the younger competitor will be considered the lighter.
- (iii) Before the start of the first race, a second weighting procedure can be called for the athletes close to the limits of the categories, in order to recheck the correct registered weight.

(c) Weighing Procedure

- (i) Weighing of competitors will be conducted during the event registration period on the official scales provided by the Race Committee.
- (ii) Competitors will weigh in T-shirt and shorts only (no footwear) – with all pockets emptied.
- (iii) Competitors may be re-weighed at any time during an event at the discretion of the Race Committee.
- (iv) If subsequent weighing of a competitor indicates a variation of more than 2 kilograms from the original weight that would cause a competitor to change weight division the Race Committee will assess the circumstances and have the option to change the competitors' division.

- (d) In National and International events competitors will be allocated to Age divisions as follows:

Age Division	Age
Junior	Under 15 years on the 1 st racing day of the Event
Youth	Between 15 – 18 years on the 1 st racing day of the Event
Master	40 years or older on the 1 st racing day of the Event
Grand Master	50 years or older on the 1 st racing day of the Event
Legend	60 years or older on the 1 st racing day of the Event

- (i) Competitor proof of age may need to be provided to the Race Committee as part of event registration.

C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 OPTIONAL

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the following may be carried on board:

(a) A harness.

(b) Personal buoyancy which may be prescribed as mandatory in the Sailing Instructions. If prescribed, the personal buoyancy shall conform to the minimum standard of ISO 12402-05 (Level 50N). Additional standards may be prescribed in the Notice of Race.

(c) A container for holding beverages in accordance with RRS Appendix B.2.1 (b)

(d) A battery operated electronic (including GPS inclusive) or mechanical timing or multi-function device.

C.3.3 MANDATORY

(a) Clothing and equipment, including harness but excluding beverage container, worn or carried by the **crew** shall not weigh more than 6kg when weighed in accordance with RRS Appendix H.

C.4 PORTABLE EQUIPMENT

C.4.1 **Portable equipment** does not have to be produced by an appointed manufacturer.

C.4.2 OPTIONAL

(a) Spare parts and tools, removable for weighing.

(b) Camera/video recording equipment and attachments, removable for weighing.

C.5 ADVERTISING

C.5.1 LIMITATIONS

Advertising shall only be displayed in accordance with WS Regulation 20-Advertising Code.

C.6 HULL

C.6.1 LIMITATIONS

- (a) Only one **hull** shall be used during an event, except when lost or damaged beyond repair. A replacement may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement **hull** and remove or deface any **event limitation mark** attached to the replaced **hull**.

C.6.2 HULL WEIGHT

- (a) The **hull** weight, including the mast track, **centreboard** cassette and gasket assembly, shall not be less than 15.0 kg.
- (b) Any **corrector weights** shall be securely fixed in an accessible position that ensures compliance with C.6.2(a).
- (c) The **hull** may be weighed wet after a minimum of 10 minutes standing vertically on its aft edge.

C.6.3 MAINTENANCE AND MODIFICATIONS

- (a) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- (b) 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. The serial number shall remain legible.
- (c) The underside of the **hull** may be rubbed down and polished.
- (d) The **centreboard** cassette may be shimmed.
- (e) Additional grip of any kind may be added to the **hull** provided that the original deck graphics remain legible.
- (f) Any lubricant may be used on the **centreboard** gasket.
- (g) One piece of adhesive plastic or fabric tape, not measuring more than 125mm in any direction, may be bonded to the hull over the forward end of the **centreboard** gaskets.

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS

- (a) Only one **centreboard** and one **fin** per **crew** as supplied by the manufacturer, shall be used during an event, except when lost or unintentionally damaged beyond repair. A replacement may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement **hull appendage** and remove or deface any **event limitation mark** attached to the replaced **hull appendage**.

C.7.2 MAINTENANCE AND MODIFICATIONS

- (a) The **hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- (b) 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.
- (c) **Hull appendages** may be lightly sanded and/or polished providing that the essential shape and characteristics of the **hull appendage** are not

affected.

- (d) The sides of the **fin** root may be shimmed to fit the **fin** box.
- (e) The sides of the **centreboard** and **centreboard cassette** may be shimmed.
- (f) The centreboard knob may be screwed on to ensure it remains affixed to the **centreboard**.

C.8 RIG

C.8.1 LIMITATIONS

- (a) Only one **rig** may be used during an event, except when an item has been lost or unintentionally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement item and remove and deface any **event limitation mark** attached to the replaced item.

C.8.2 MAINTENANCE AND MODIFICATIONS

- (a) The rigs shall not be altered in any way except as permitted by these **class rules**.
- (b) 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.
- (c) Any uphaul may be fitted.
- (d) Any harness lines may be used.
- (e) Cleats and ropes may be replaced by any of the same characteristics and function.
- (f) The downhaul system shall be tied off and fixed whilst *racing* (no system which can be adjusted whilst *racing* may be used).
- (g) The outhaul shall be tied off and fixed whilst *racing* (no system which can be adjusted whilst *racing* may be used).
- (h) The surface of the **boom** grip may be replaced or be roughened using abrasive material.
- (i) The **mast base** may be shimmed.
- (j) The **mast** spigot (joint between two-piece mast) may be shimmed.

C.9 SAILS

C.9.1 LIMITATIONS

- (a) Only one **sail** may be used in an event, except when the **sail** has been lost or unintentionally damaged beyond repair. A replacement may be made only with a **sail** of the same size and with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement **sail** and remove or deface any **event limitation mark** attached to the replaced **sail**.
- (b) Battens may be changed at any time during an event.

C.9.2 SAIL IDENTIFICATION

(a) Numbers/Letters

The sail identification shall comprise no more than 4 characters using a contrasting color and applied to both sides of the **sail** immediately below and parallel to batten 2, starting as close to the **leech** as possible with the starboard side above. The dimensions and requirements are detailed in the diagram contained in Section III.

C.9.3 MAINTENANCE AND MODIFICATIONS

- (a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**.
- (b) 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.
- (c) **Sails** shall not be recut, except as permitted in C.19.3 (b), or otherwise change or affect any aspect of the sail or pierce the sail for any reason other than effecting necessary repairs.
- (d) Tell Tales on the **sail** are permitted in any number and location.
- (e) Battens may be replaced. Such replacements shall be made on a 'like for like' basis using battens supplied by the appointed manufacturer or equivalent.

Section D – Hull

D.1 GENERAL

D.1.1 MANUFACTURERS

- (a) The **hull** and fittings shall be manufactured by an appointed manufacturer.

D.1.2 IDENTIFICATION

- (a) The **hull** shall carry the unique serial number issued by the appointed manufacturer in a legible condition.

D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

The **hull** shall comply with the Windsurfer building specifications.

D.3 FITTINGS

- (a) mast track
- (b) centreboard cassette
- (c) gasket assembly
- (d) gaskets
- (e) centreboard cover

Section E – Hull Appendages

E.1 PARTS

- (a) **Fin**
- (b) **Centreboard**

E.2 GENERAL

E.2.1 MANUFACTURERS

Hull appendages shall be produced only by an appointed manufacturer.

E.2.2 IDENTIFICATION

Centreboards shall carry a unique ID number applied by the appointed manufacturer.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

The **fin** and **centreboard** shall comply with the Windsurfer building specifications.

Section F – Rig

F.1 PARTS

- (a) **Mast**
- (b) **Boom**
- (c) Mast base assembly

F.2 GENERAL

F.2.1 MANUFACTURERS

The **rig** shall be produced by an appointed manufacturer. Cleats, pulleys, ropes, uphaul and harness lines do not have to be produced by an appointed manufacturer.

F.3 MATERIAL, CONSTRUCTION AND DIMENSIONS

F.3.1 The **mast** and **boom** shall comply with the Windsurfer building specifications.

F.3.2 **Masts** shall be RDM two-piece and limited to a carbon content of maximum 40%.

F.3.3 The **boom** shall be constructed of aluminium tubing with plastic end fittings. Length is variable between 180-240 cm

Section G – Sails

G.1 PARTS

- (a) 5.7 m² Windsurfer Regatta Sail.
- (b) 4.5 m² Windsurfer Trainer Sail.
- (c) 4.0 m² Windsurfer Trainer Sail.

G.2 MANUFACTURERS

Sails and fittings shall be manufactured by an appointed manufacturer.

G.3 IDENTIFICATION

The Class insignia shall be applied by the manufacturer.

G.4 MATERIALS, CONSTRUCTION and DIMENSIONS

The **sail** shall comply with the class building Specifications.

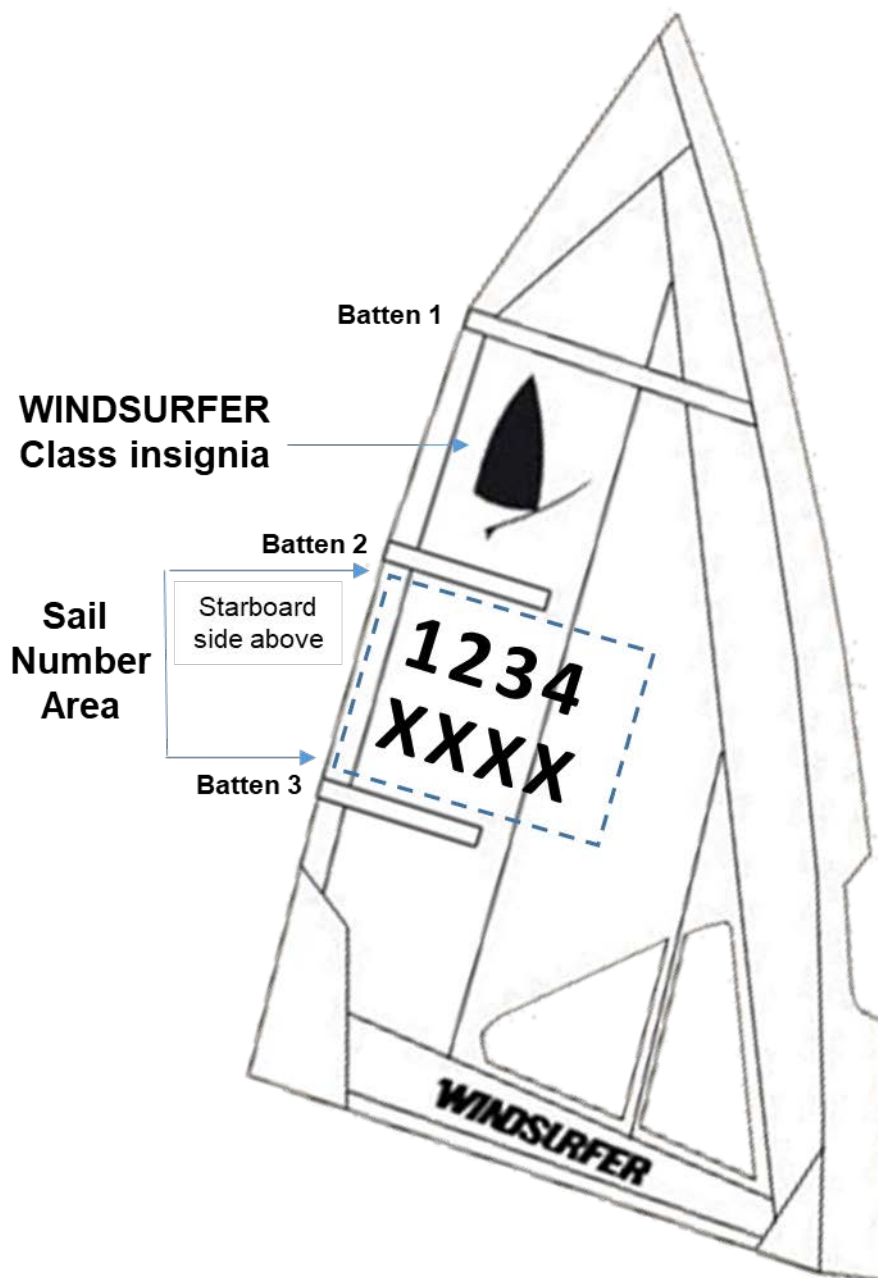
G.5 FITTINGS

(a) Battens

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PART III – APPENDICIES

H1. Sail Identification



Characteristics and Dimensions

- letters and sail numbers shall be in CAPITAL LETTERS & Arabic numerals
- Typefaces Helvetica or Arial or other giving the same or better legibility
- minimum height of letters and numbers: 230 mm
- minimum distance between letters and numbers: 45 mm
- Width of numbers and letters (except "1" or "l"):
- Width for M and W: 150 mm
- Width for M and W: 160 mm
- Thickness letters and numbers: 30 mm

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