

WASZP®

CLASS RULES



Closed Class Rules for a Manufacturer Controlled Class

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

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INTRODUCTION

This introduction only provides an informal background. The official WASZP Class Rules begin on page 9.

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.

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 the responsibility of the sailor to ensure they comply with these class rules as they are written in this document.

From the latest rules:

Rigging Guide:

The starting point for any rigging and boat set-up is the WASZP Rigging Guide. Sailors may only depart from the rigging guide where the rules specifically permit a change. This has always been the case. We have now officially referenced the rigging guide in section D and have created a new Addendum, which features permitted modifications from the main rigging guide with pictures included (which many people have requested). Now modifications may only be made if permitted by these rules or by the Addendum in the rigging guide itself.

WASZP_X:

A section specific to the WASZP_X has been added to these rules. All other rules apply to the WASZP_X unless explicitly changed in Part III.

Sail numbers:

(B.3) Some minor tweaks have been made to the sail numbers section to ensure proper compliance at events. With the Grand Prix finish, accurate lap counting is crucial, so the requirement for correctly sized and spaced legible sail numbers is not negotiable. Further small amendments have been made in this edition. The biggest thing to note is that digital style numbers will no longer be permitted after 1 January 2024.

Age parameters:

(C.3) Age parameters have been introduced for the WASZP_X class and WASZP 8.2 rig to guide sailors towards an appropriately sized rig. The 6.9 configuration is flexible to allow the transition from the WASZP_X upwards with minimal additional expense. We collated feedback from several domestic fleets and feel this is the best balance to grow the junior section of the fleet and legitimise the 6.9 fleet, which deserves to be more competitive.

Age prize categories:

(C.3) We have adjusted the age prize categories. The previous system was arbitrary and no longer representative of the whole fleet. The introduction of the WASZP_X requires younger categories, so we've tweaked the brackets to get a better spread across the fleet.

Helmets:

(C.5) Helmets will now be mandatory during racing for under 18s at all events and for all competitors at Tier 1 & 2 events. Tier 3 and lower events are open to the decision of the national class association. NCAs may 'opt out' of mandatory helmets for over 18s when specified in the NOR or SIs. This new wording makes it clearer for clubs to understand the position of NCAs on the helmet rule.

At WASZP HQ, we feel strongly that helmets should be worn whilst racing. The closing speeds can be high and the course can be busy, particularly at the gates. With larger fleets, Tier 1 and 2 events present the highest risk of serious collisions. Most collisions are harmless but occasionally we have a collision forceful enough to break boats. If a sailor finds their head in the wrong position during a coming together, the consequences could be very serious. Getting used to a helmet is easy and requiring them in racing is a simple decision to make when compared to the risks.

WASZP HQ strongly encourages all sailors to wear helmets when WASZP sailing.

Rudder pull down:

(D.6.2(d)) Given the removal of the rudder pull down system is commonplace and never enforced, we have officially made this optional.

Bungy Adjustment:

(D.9.2) We originally de-restricted the Bungy adjustment system to test the water and see how sailors developed solutions. In hindsight, we felt the wording was too open so tightened the rule back up so the system simply used knots to apply tension. Now, after examining a number of solutions to improve the system, we have allowed the use of a floating in-line cleat as part of the system. This is less fiddly than the use of knots but still keeps the system simple and low-cost. See [here](#) for our recommended configuration.

Foot straps:

WASZP has created a new padded foot strap (in two versions – with or without rubber grip) so has reverted to mandate manufacturer-supplied foot straps for boats with sail number 3472 or newer. WASZP recognises that many sailors have already purchased non-supplied foot straps so, for boats with sail number 3471 or older, the rule allows foot straps of 'similar material'.

Pumping:

We are reviewing the pumping techniques used around the fleet, paying particular attention to the standing technique. Jumping on the tramps in a standing position may risk damage to the boats, so we may consider tightening the pumping rule in future.

From previous editions:

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. Further guidance on pumping in the WASZP is available at racehub.waszp.com. This has been developed with leading judges to give sailors more clarity on permitted actions so that pumping stays within the spirit of the rule.

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' 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). The rule now also allows either the bow or sail logos to be removed (but not both), providing they are replaced with another graphic (for example, a sponsor logo or sailing team name). There is no longer a requirement for written approval from WASZP.

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.

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.

Wing pins:

To address the issue of pins falling out whilst sailing, we have developed new wing pins with holes in to allow a split ring to secure the pin in place. The rules now allow holes to be drilled into existing wing pins for the same purpose.

Sail pocket:

To address the issue of the sail pocket getting pulled into the mainsheet block, we have altered the design of the sail pocket for new sails. The rules now allow the pockets on existing sails to be cut at the forward end.

Tying the tack forward:

To address the issue of the sail pocket getting pulled into the mainsheet block, we have allowed rope to be tied through either the tack ring or the forward mainsheet block and around the mast to prevent the tack and forward mainsheet block from being pulled aft.

END OF INTRODUCTION

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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

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

- A.9.1 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 HULL & SAIL NUMBERS

- A.10.1 Hull numbers shall be issued by the TMH.
- A.10.2 Hull numbers shall be issued in consecutive order starting at 2000.
- A.10.3 The sail number shall reference the hull number, unless A.10.4 or A.10.5 apply.
- A.10.4 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.10.5 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 the sailor owns and that boat is not racing in the event.
- A.10.6 Sail numbers shall be affixed to the sail when racing in accordance with B.3.

B Boat Eligibility

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall:

- (i) be in compliance with the class rules; and
- (ii) 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 diagrams contained in the Appendices.
- 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 diagrams contained in the Appendices.
- B.2.3 The hull shall display the WASZP insignia on both quarters in the positions as supplied by the LM and in accordance with the diagrams contained in the Appendices.
- B.2.4 The hull shall display a WASZP Original Equipment marking and serial number affixed by the LM on the transom.
- B.2.5 The sail shall display the WASZP logo, including the black panel and yellow borders, on both sides of the sail in the position as supplied by the LM.
- B.2.6 The set of WASZP logos on the bow or the lower set of WASZP logos on the sail may be removed, providing they are replaced with stickers of a similar size that **provide a commercial benefit to the competitor**. A blank space is prohibited. The black panel and yellow border on the sail shall not be removed. For clarity, if a boat replaces the bow logos with other stickers, the sail must remain as supplied by the LM; and if a boat replaces the sail logos with other stickers, the bow logos must remain as supplied by the LM.

B.3 SAIL NUMBERS AND NATIONAL LETTERS

B.3.1 (For WASZP_X, see part III) Sail numbers and national letters shall meet the following requirements (Note: the aim of these rules is to ensure the scoring and lap counting procedure is effective by displaying clearly legible sail numbers. Undersized, poorly-aligned or cramped numbers may be difficult to read):

- (a) Sail numbers shall be positioned between the third and fourth batten from the top and national letters shall be positioned between the second and third batten from the top.
- (b) Those on the starboard side of the sail shall be placed above those on the port side.
- (c) All numbers and letters shall be clearly legible.
- (d) All shall be a Sans serif typeface.
- (e) Digital 8 style numbers are prohibited. (This rule comes into effect on 1 January 2024).
- (f) For the 8.2 sail, all shall be a dark, contrasting colour to white. For the clear 6.9 sail, all numbers and letters shall be black. For the black 6.9 sail, all numbers and letters shall be white.
- (g) For the 8.2 sail, a minimum height of 250mm. For the 6.9 sail, a minimum height of 230mm.
- (h) For the 8.2 sail, a minimum thickness of 45mm. For the 6.9 sail, a minimum thickness of 30mm.
- (i) The aft edge shall be a minimum of 45mm from the forward edge of the leech tape.
- (j) The forward edge shall be a minimum of 45mm from the opaque cloth at the luff of the sail.
- (k) A minimum of 45mm spacing between each number or letter on the same line. Smaller gaps may be accepted if legibility is not compromised. Note: sailors should always aim for a gap of 45mm or greater when applying numbers.
- (l) 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.

- (m) 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.
 - (n) 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 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 technical committee, protest committee and IWCA, who will rule if the equipment is eligible.
- B.4.2 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:

- (a) "to initiate foiling:
 - (i) the 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."
- (b) These actions shall not be repeatedly used to gain advantage other than to initiate foiling.

To view current interpretation on the pumping rule, [click here](#). This interpretation is subject to change.

C.2 DIVISIONS

C.2.1 Sail sizes will be designated by a colour coding system as follows:

Black panel – 8.2m²

Red panel – 6.9m²

Yellow panel – 5.8m²

C.2.2 The WASZP class includes the 8.2m² and 6.9m² rigs. The WASZP_X class includes the 5.8m² rig. Boats with the 8.2 rig shall use the standard wingbars. Boats with the 6.9 rig may use the standard or curved wingbars. Boats with the 5.8 rig shall use the curved wingbars. See C.3 for age regulations.

C.2.3 All configurations in C.2.2 may race in the same fleet under the same rating.

C.3 CREW

C.3.1 The crew shall consist of one person.

C.3.2 Age Parameters (all ages are taken at the end of the calendar year):

- a) There is no minimum age for the WASZP_X class or 6.9 rig.
- b) Competitors in the WASZP_X class shall be under 16 at the end of the year.
- c) For Tier 1 and Tier 2 events, the minimum age for competitors using the 8.2 rig is 15 at the end of the year.

C.3.3 Age Prize Categories: The age prize categories are as follows. Alternative age categories may be stipulated in the NOR and SIs at individual events.

- a) U14 (WASZP_X class only)
- b) U16 (WASZP_X class only)
- c) Junior (U18)
- d) Youth (U21)
- e) Apprentice (21-39)
- f) Master (40+)
- g) Super Master (50+)
- h) Open: all ages

C.4 MEMBERSHIP

- C.4.1 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.4.2 NCAs may require membership to the NCA for some Tier 3 events.

C.5 PERSONAL EQUIPMENT

- C.5.1 At all times when afloat, each crew shall wear a personal floatation device to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AS 4758 PFD Level 50 or equivalent standard.

C.5.2 A helmet of a minimum standard of CE EN 1385, secured properly, is mandatory while racing for:

- a) All competitors at Tier 1 and Tier 2 events;
- b) all competitors under the age of 18 (age taken on the day of racing and not at the end of the calendar year) at Tier 3 and 4 events; and
- c) all competitors aged 18 and over at Tier 3 and 4 events.

An NCA may opt out of C.5.2(c) only by stating that "Class rule C.5.2(c) – mandatory helmets for over 18s - does not apply at this event" in the rules section of the event NOR or SIs.

The wearing of helmets is strongly encouraged at all times when afloat.

C.6 TOTAL WEIGHT: RRS 50 applies.

C.7 ADVERTISING

C.7.1 LIMITATIONS

- (a) Advertising shall not be applied to the sail or hull where restricted by rule B.2.
- (b) (For WASZP_X, see part III) Advertising on the sail is only permitted on the panel between the fourth and fifth batten and where permitted by rule B.2.6.
- (c) 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.
- (d) The OA, subject to the approval of the IWCA, may require competitors to wear event bibs whilst racing.
- (e) Aside from the limitations in this clause C.7.1, advertising is otherwise unrestricted.

C.8 PORTABLE EQUIPMENT

C.8.1 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 in the position designed for the manufacturer-supplied GPS mount. 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 Boats shall be rigged according to the official [WASZP Rigging Guide](#), unless:

- a) an alternative rigging option is permitted by these rules; or
- b) an alternative rigging option is featured in the [Addendum to the official WASZP Rigging Guide](#).

D.1.2 No part of the boat shall be altered in any way except as permitted by these class rules.

D.1.3 All components shall be manufactured solely by LMs unless specified in these rules.

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 fastener 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 (meaning to manipulate the surface by sanding, smoothing, machining or by some other means) except where specifically allowed.
- (i) Lubricants may be used on any block and any part of the wand and ride height system.

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 other than the foils. 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 may be added to the sail, hull and spars in the areas outside of those reserved for event stickers (see Appendices) and the WASZP identification stickers (see rule B.2). The hull, except for repairs, shall not be painted. The hull may be fully wrapped in vinyl providing all WASZP identification marks are re-applied in the same size and position as supplied by the LM.
- (e) Where parts are designed to fit together and at least one of the parts is distorted, the contacting surfaces may be modified to make it operate as designed as long as this does not, or is not intended to, give an advantage over, or modify the function of, the standard part.

D.3.4 USE

- (a) The use of flexible adhesive tape, plastic or stainless rings, Velcro, rope, 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:

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.

- (b) Handles of any style on control lines are permitted.

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 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.
- (d) When using the curved wingbars, the front wing support blocks shall be the high version and the rear wing support blocks shall be the low version. The front wing bar shall curve downwards and rear wing bar shall curve upwards.

(For WASZP_X, see part III)

D.4.2 MODIFICATIONS

- (a) For boats with sail number 3471 or older, 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 prohibited. For all boats with sail number 3472 or newer, manufacturer-supplied foot straps must be used.
- (b) Ropes may be added to statically position foot straps inward or outward.
- (c) Holes may be cut in the Wing Tramps to allow the foot straps to be attached in a different position along the wing bar.
- (d) The Wing Support Blocks may be modified to allow for easy fitting. The modification must not hold the wings higher than unmodified blocks.
- (e) The front and rear ends of Outer Wing Bars may be wrapped with any material for strengthening within 30mm of the ends.
- (f) Holes may be drilled in the wing pins to allow for split rings or some other method of securing the pins.

D.4.3 OPTIONAL

- (a) The GPS Swivel Mount may be removed.
- (b) When using the standard wingbars, 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.
- (c) When racing with the 6.9 rig, either the standard or curved wingbars may be used.

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 shall not be rubbed down (meaning to manipulate the surface by sanding, smoothing, machining or by some other means) or polished.
 - (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 sanded only within 5 mm of the leading and trailing edges to remove moulding flashing or smooth damage. The sanding must not change the profile from the 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 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) The rudder pull down line and bungy may be removed. The hardware must remain.

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 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.

- (b) The boom and boom front hook may be used either way up.
- (c) 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, bungy and guide rings may be added on the outer front wing area to hold the outhaul control line 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 mainsheet bridle rope length is unrestricted. 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) and D.8.2(k), 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.
- (j) Rope may be tied through either the tack ring or the front mainsheet block and around the mast.
- (k) The forward end of the sail pocket at the foot of the sail may be cut providing no material is removed aft of a mark measuring 100mm from the back edge of the neoprene skirt.

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)

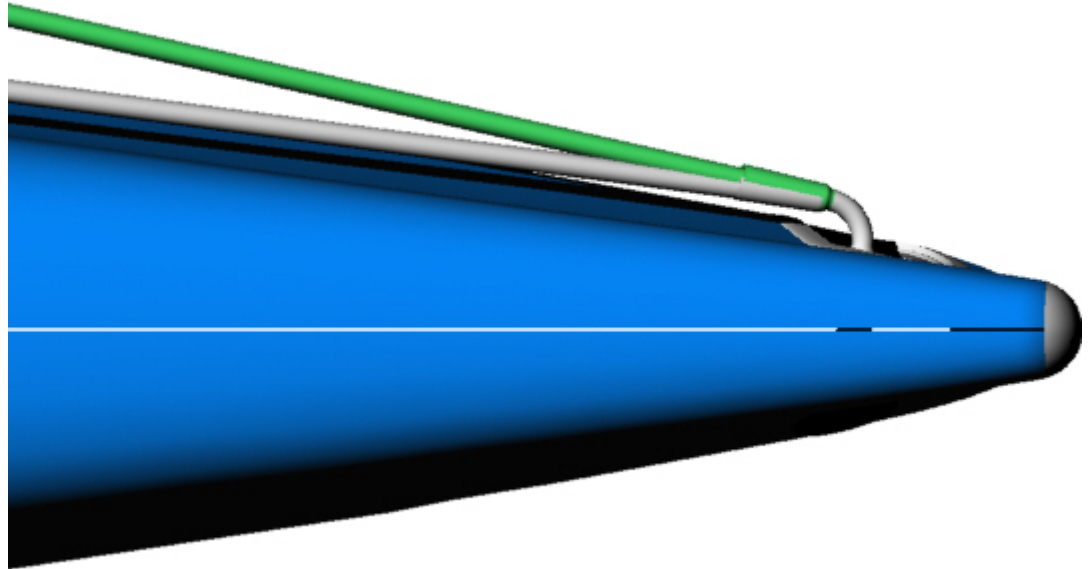
D.9.1 LIMITATIONS

- (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.

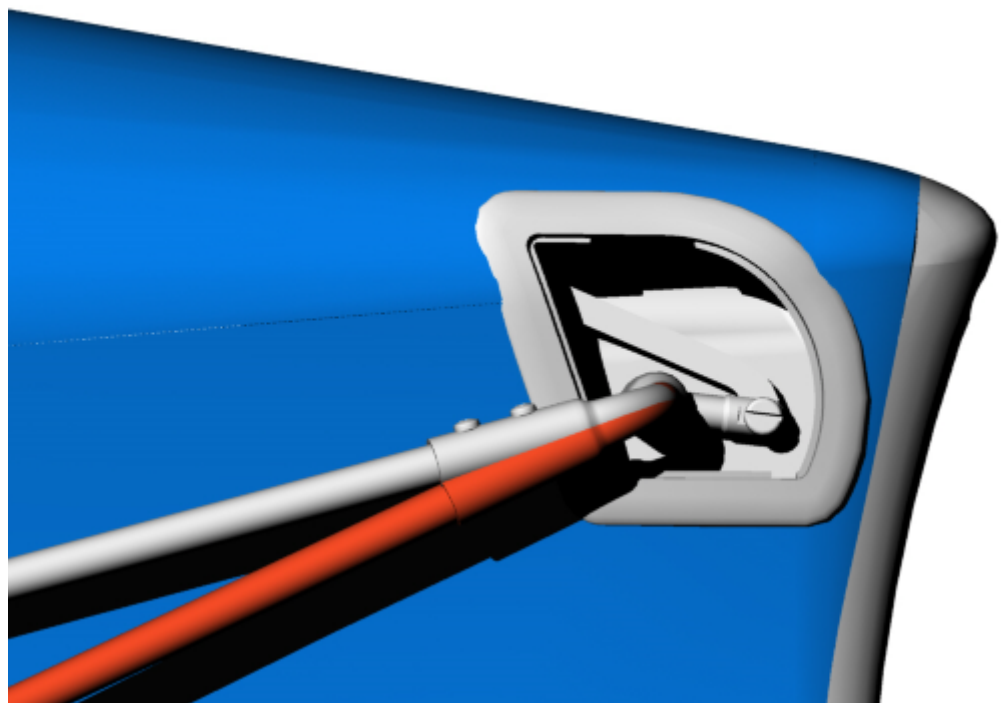
D.9.2 MODIFICATIONS

- (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 may be bent to allow for better alignment.
- (f) The Reversing Lever axle bolt diameter may be increased to 6mm.
- (g) The bungee system used to tension the wand shall consist of a maximum of bungee, rope, one block, one low-friction turning point and one floating in-line cleat. Blocks and low-friction turning points must be within 50mm of the centreline of the hull. The cleat shall not be secured by fasteners of any kind. No part of the system may be fixed outboard of the footstraps.
- (h) A bungee and/or rope 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):



PART III – WASZP_X

The rules in this section apply to the WASZP_X class only. Unless specified or altered in this section, all other rules in part I, II and IV apply to the WASZP_X class.

The corresponding rule number from parts I and II is listed in square brackets.

1. SAIL NUMBERS AND NATIONAL LETTERS

[B.3.1] B.3.1 is replaced with the following:

Sail numbers and national letters shall meet the following requirements:

- (a) All shall be a Sans serif typeface and clearly legible.
- (b) All shall be white.
- (c) A minimum height of 250mm.
- (d) A minimum thickness of 45mm.
- (e) The aft edge shall be a minimum of 40mm from the leech.
- (f) The forward edge shall be a minimum of 40mm from the yellow cloth at the luff of the sail.
- (g) A minimum of 40mm spacing between each number or letter on the same line.
- (h) The top of the numbers on both sides of the sail shall be positioned on a line parallel below the bottom of the third batten between 40mm and 100mm from the third batten.
- (i) The bottom of the national letters on both sides of the sail shall be positioned on a line parallel above the top of the third batten between 40mm and 100mm from the third batten.

2. ADVERTISING

[C.7.1(b)] C.7.1(b) is replaced with the following:

Other than where permitted by rule B.2.6, advertising on the sail is only permitted on the lower half of the panel between the third and fourth batten providing no part of the advertising is within 100mm of a sail number.

3. WING ASSEMBLY

[D.4] D.4.3(b) is deleted and the following is added to rule D.4.1:

Wings: The front wing support blocks shall be the high version and the rear wing support blocks shall be the low version. The front wing bar shall curve downwards and rear wing bar shall curve upwards.

PART IV - 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)



1	Coloured panel indicating rig size
2	WASZP Insignia as supplied with the sail
3a	National Flag (both sides of panel between battens 2 & 3)
3b	National letters, same font as sail number (parallel to and above batten 3, same position on both sides)
4	Sail Number (parallel to and below batten 3, same position on both sides)
5	Open Area available for personal branding
6	WASZP Logo as supplied with the sail
7	Event Sponsorship (in panel below batten 7)



PART IV - APPENDICES – A.1.2



Version: 14.1

Effective Date: 1 December 2023

Published Date: 13 November 2023

Previous issues: r14

Differences from version 14 highlighted in GREY.