

# **WASZP®**

## **CLASS RULES**

### **2019**



*Closed Class Rules for a Manufacturer Controlled Class*

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# INTRODUCTION

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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 and that rules should be adhered to by the letter and spirit of the class.

*These rules also have been formulated ensure that sailing (and of course socializing) is the main activity, not working on the boat to gain advantage, or worrying before a race about what equipment to use.*

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 a 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.

## RATIONALE FROM THE TEAM AT WASZP.COM

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Some of the rules following have had rigorous debate. On these two pages we give our rationale for choosing paths for rules that have been contentious. This page will not be part of the final rule set.

### Pumping:

*This has been, and will continue to be, the most contentious item in the rules. We are certain that we don't want continuous pumping, as the gain in performance is very minimal for the effort expended. To limit the number of pumps or 'ooches' a specific number is unenforceable. The wording we have used we believe sets the spirit of the pumping, without creating a technical and difficult to determine limit.*

*We have set the rule of keeping within the wing bars to protect the boat. A fit heavyweight person doing a full force pump on the wing bars may break, or at minimum, bend them. The design load of the individual aluminium wing bars is around 200 kg which is possible to exceed with extreme pumping, especially if you are sitting all the way forward or back. Yes, we could up the spec of the wing bars, maybe even make them from carbon fibre but that would just transfer the loads to other places. It is a big ask to transfer the load from wing frame to mast with no stays on a narrow boat. We believe we made the right design decisions with the WASZP and the rule to limit the outside wing pumping is a small price to pay for the simplicity, ease of transport and safety engendered in the design.*

*We want people to get on the foils as early as possible. We have found that while wing pumping works there are actually very effective ways of getting foiling once your skill level is up. These include:*

- setting the sail very full then flattening when up.*
- using the right height adjuster to pop the boat up once at speed.*
- bearing away and sail pumping.*
- foil pumping – using your feet to pump the boat/foil.*

### WASZP Logos

*It may appear that the rules on the logos are just to keep our brand out there. It would be impossible to deny that we are protective of this, but there are more important reasons that we have found a decisive majority of those surveyed agree with. We want to keep consistency with the visuals of the WASZP and also to make sure that it is not confused with a Moth or other small boats. We want to make sure that people don't remove the logos just to remove weight or for trivial reasons. A requirement that there must be a commercial reason for removing the logos and that the artwork for the change is submitted to us feels a little big-brother-ish but we don't see any other way to make this work.*

## Foil finishing:

*We chose alloy for the foils for repeatability and also, with the hard anodising, that it is almost impossible to reshape them without being very obvious. The plastic foil tips however 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 position of the wand 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.*

## Footstraps:

*If the footstraps we made were made from the original webbing we specified (made in Australia, now not available), we would have kept the rule that they could not be replaced. Unfortunately a most of the footstraps have been made with a far stretchier material and we have to open up this rule. In the long term, if we can get consistent supply of the webbing up to the spec we want, we would like to produce cost effective padded straps to keep the cost down and revert to a closed rule. Straps made from exotic materials are not cheap and are not a lot of gain (if any) over good polyester ones.*

# 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 Licenced 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.

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The TMH has delegated its administrative functions of the class to the IWCA.
- A.4.2 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.11.4 The position of the sailor (up to position 10) at the previous International WASZP Games may be used instead of the hull number on the sail.

## **A.12 HULL CERTIFICATION**

- A.12.1 Hull certificates shall not be issued.

# **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; and
  - (b) have valid certification marks as required.

## **B.2 IDENTIFICATION**

- B.2.1 The WASZP class insignia as applied to the sail by the licensed manufacturer. The location shall conform with the dimensions and requirements as detailed in the diagram contained in Appendices - A.1.1.
- B.2.2 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 Appendices - A.1.1.
- B.2.3 The location of country codes and numbers shall conform with the dimensions and requirements as detailed in the diagram contained in Appendices - A.1.1, in accordance with RRS appendix G1.3. except that the country codes may be replaced with a country flag as detailed in Appendices - A.1.
- B.2.4 The hull shall display the WASZP emblem logos in the positions as supplied by the LM.

- B.2.5 The hull shall display a WASZP Original Equipment marking and serial number affixed by the LM on the transom.

### **B.3 WASZP MARKINGS**

- B.3.1 Each WASZP hull and sail shall be supplied with WASZP emblem logos and WASZP text stickers affixed by the LM. These stickers, including the yellow borders, 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 except as specified in B.3.2.
- B.3.2 The markings may be changed, other than those specified in B.2, if there is a commercial reason (such as sponsorship) and the artwork is approved by the TMH and WASZP name in the official text appears on both sides of sail or boat, the minimum size is the same as original text logo on boat.

### **B.4 EVENT INSPECTION**

#### **B.4.1 GENERAL**

- (a) 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 who will rule if the equipment is eligible.
- (b) 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 varied by Part II of these class rules.**

### **C. – Conditions for Racing**

#### **C.1 GENERAL**

##### **C.1.1 RULES**

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

*When foiling (sailing with the hull clear of the water due to the effect of hydrofoils) is possible, the following actions are allowed to initiate foiling until the boat is fully foiling or it is reasonably obvious that the actions will not achieve foiling:*

- (1) *The boat's crew may repeatedly pull in and release the sail; and*
- (2) *Rapid and /or repetitive body (such as ooching) movements through contact with the hull or wings or similar actions that exert force upon the boat are allowed if the crew is positioned fully within the wing frame.*

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

- (b) 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**

C.3.1 Sail sizes will be designated by a color coding system as follows:

- Black panel – ‘large’ sail (8.2m<sup>2</sup>)
- Red panel – ‘medium’ sail (6.9m<sup>2</sup>)

### **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 or carried equipment shall not exceed 9 kg weighed as per Appendix H of the RRS.

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

- (a) Advertising shall not be applied to the sail or hull where restricted by clauses B.2. and B.3.
- (b) 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 **in its normal position** and removable for weighing.
- (b) Any device in C.6.1.(a) 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.
- (c) Wind indicators are allowed and may be attached as desired.
- (d) Spare parts and tools, removable for weighing.
- (e) Camera/video recording equipment and attachments, removable for weighing.

## **D. EQUIPMENT RULES - GENERAL**

### **D.1 No part of the boat shall be altered in any way except as permitted by these class rules.**

- D.1.1 All components shall only be manufactured by Licensed Manufacturers unless specifically excluded 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 of the same number of sheaves unless specifically allowed.

- (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:
  - (1) if the replacement is not lighter than the supplied fastener;
  - (2) if the function of the fitting or part it fastens is not altered; and
  - (3) 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 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) 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) For the purpose of advertising; painting, vinyl or similar maybe added to the sail, hull and spars in the areas specified in Appendices – A.1.2. 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:

- a) create a fitting;
- b) extend a function; or
- c) 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:
  - (1) be made on land at the event venue or location(s) designated in the sailing instructions; or
  - (2) be from stock available to all competitors held on vessels controlled by the event organizers.
- (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:
  - (1) 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;
  - (2) the race committee must be informed of the change within the protest limitation time; and
  - (3) 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) with the following addendum:
  - (1) When a damaged hull is replaced under D.3.5 (b) (1) the Foils do not need to be swapped but the Sail and Mast do.

- (b) 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 subject to rule D.3.5 (a).
- (c) WASZP logos & WASZP text may not be removed or covered other than as provided for in Rule B.3.

#### D.4.2 MODIFICATIONS

- (a) Foot straps may be replaced with foot straps of similar function to those provided. For 2019, any material will be allowed subject to review in 2020.
- (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 2cm of the ends.

#### D.4.3 OPTIONAL

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

### 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 as the replaced.
- (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:

- (1) As per the general rules, the alloy surfaces of the foils may not be rubbed down.
  - (2) 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.
  - (3) The join between the flap and main section of the horizontal foils **shall not** be filled.
  - (4) The void where bolt attaches the horizontal foils to the vertical foil **shall not** be filled.
  - (5) Any gap up to 1.5 mm between the plastic foil tip and the alloy extrusion may be filled.
  - (6) The gap between the horizontal and vertical foils may not be filled other than specified in D.5.2 (c).
  - (7) 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.
  - (c) Gaps between the tenon of the vertical foil and the socket of the horizontal foil may be filled with any material.

## 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 will 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:
  - (1) be replaced with any rope of any length;
  - (2) be attached at any height within the boom cut out of the sail;
  - (3) consist of multiple ropes attached to the mast; and
  - (4) 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 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 all 3 mounting points on the hull.

### 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 replaced.
- (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 recut, except as permitted in D.3.2.(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) 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.3
- (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

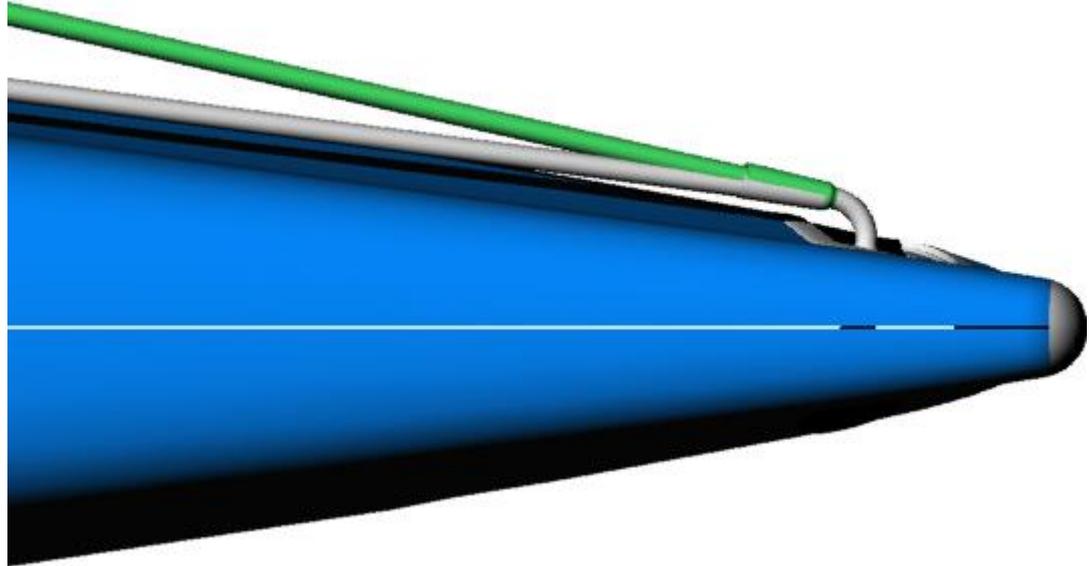
- (a) The Wand Assembly (Wand with Paddle and Wand Axle) shall not be changed during an event except when Wand Assembly is lost or damaged
- (b) Any part of the control system other than the Wand Assembly may be changed during an event.
- (c) The ride height adjuster may be of any model supplied by the LM.

## D.9.2 MODIFICATIONS

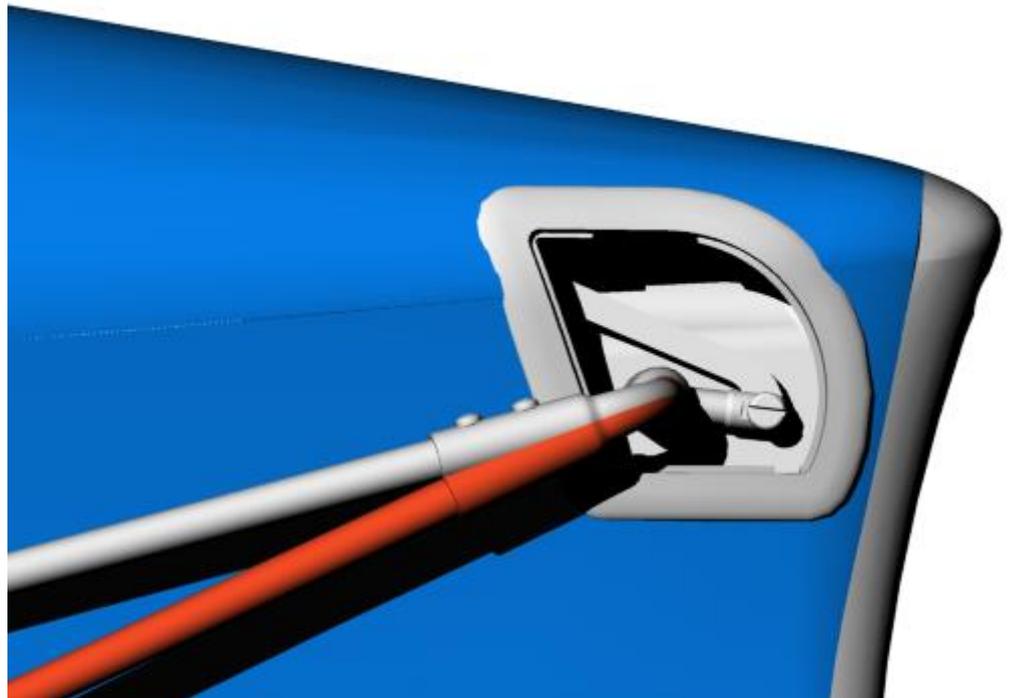
- (a) The wand length, material & taper shall not be altered
- (b) The wand paddle shall not be removed or altered
- (c) The Push and Pull Rods may be shortened.
- (d) The Push Rod may be bent for better alignment.
- (e) The Reversing Lever can be bent to allow for better alignment.
- (f) The Reversing Lever axle bolt diameter can be increased to 6mm.
- (g) The bungy used to tension the wand may be reconfigured to become adjustable using a maximum of one block and one cleat which may only be added within 150mm from the centerline of the hull.
- (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:

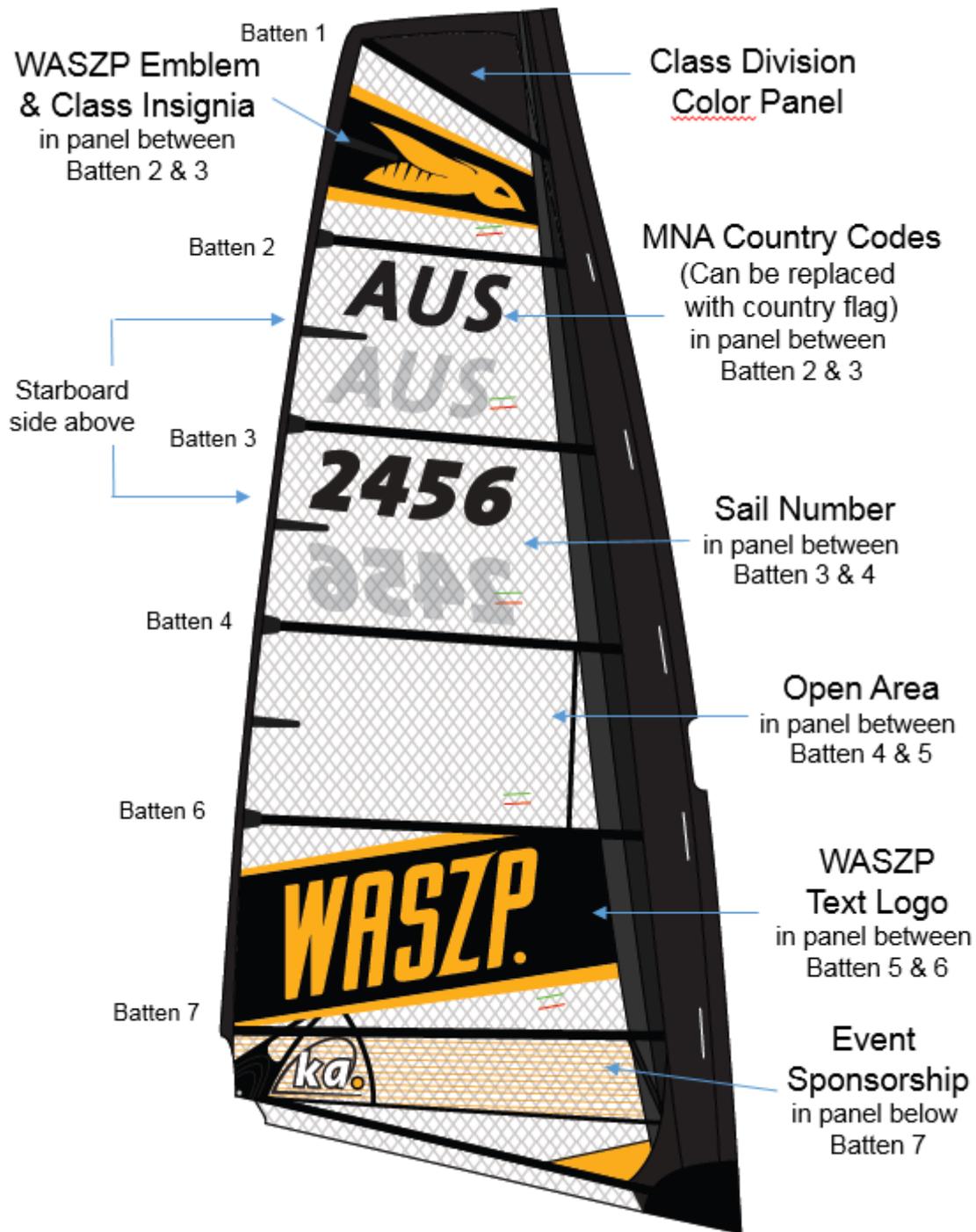


Modification not allowed:



# Section III - Appendices – A.1.1 Sheet 1 of 2

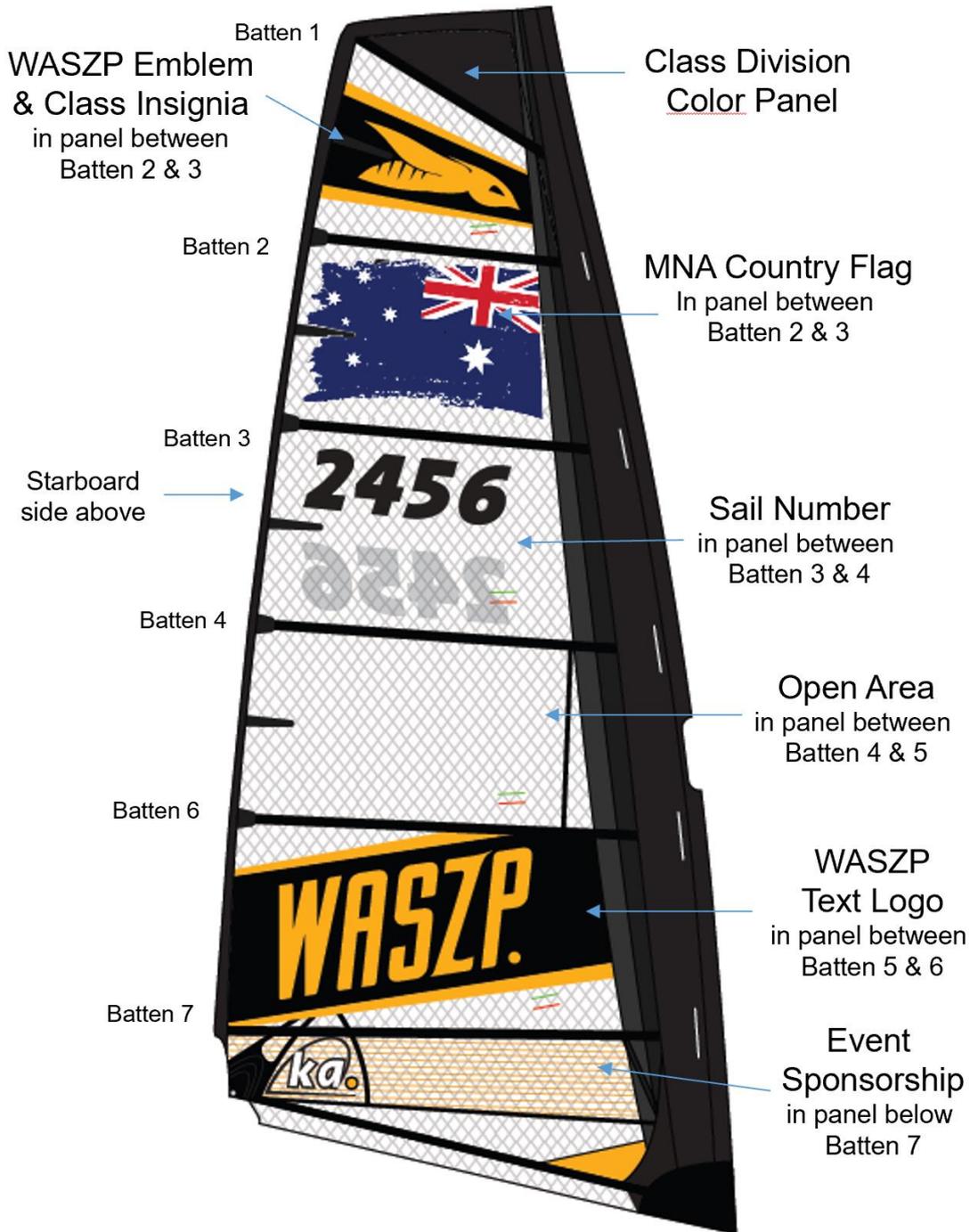
## Option 1



# Section III - Appendices – A.1.1

Sheet 2 of 2

Option



## Section III - Appendices - A.1.2



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Major differences to version 10 highlighted in GRAY.