

WASZP®

CLASS RULES



INDEX

Rationale	4
Quick Guide to common questions.....	7

PART I – ADMINISTRATION

Section A – General

A.1	Manufacturer Rights	9
A.2	Language	9
A.3	Abbreviations	9
A.4	Authorities	10
A.5	ERS & RRS	10
A.6	Class Rules Interpretation	10
A.7	Hull & Sail Numbers	10

Section B – Boat Eligibility

B.1	Class Rules & Certification.....	11
B.2	Identification & Markings	11
B.3	Sail Numbers & National Letters ...	11
B.4	Event Inspection & Infringements	13
B.5	Event Limitation Markings	15

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	Pumping	16
C.2	Divisions	16
C.3	Crew	17
C.4	Membership	17
C.5	Personal Equipment	18
C.6	Advertising	18
C.7	Portable Equipment	18

Section D – Equipment Rules

D.1	Permitted Rigging Options	20
D.2	General Modifications, Maintenance & Repair	20
D.3	Hull, Gantry & Wing Assembly	22
D.4	Hull Appendages (Foils)	23
D.5	Rudder Box & Tiller Assembly	24
D.6	Rig.....	25
D.7	Sail	25
D.8	Control System (wand)	26

APPENDICES

Appendix A.1.1 Sail	29
Appendix A.1.2 Hull	31
Appendix A.2 Permitted Rigging Options	32

INTRODUCTION

This introduction only provides an informal background. The official WASZP Class Rules begin on page 8.

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 rule changes in the class. This page will not be part of the rules.

Curved wing bars:

Curved wing bars are allowed in the 7.5 rig for sailors under 55 kg. This restriction is in place because heavier sailors place greater rotational load on the front and rear wing bars through the footstraps and wing tramps, increasing the risk of damage. The rule remains unchanged for smaller rigs, as sailors using them are unlikely to generate enough load to cause damage.

Pumping:

Standing up pumping is now prohibited. Standing up and jumping on the tramps has led to reported breakages. It is also a refined technique that is not achievable for a large proportion of the fleet.

To help maintain foiling, up to three sail pumps on the exit of a foiling gybe or tack are now permitted.

The rule now refers to points of contact because the previous term of 'within the wingframe' was too subjective.

An interpretation document "WASZP Rule 42 / Pumping Guidance" is available on the class rules page of RaceHub.

Sail numbers:

(B.3) The requirement for correctly sized and spaced legible sail numbers is not negotiable. Further small amendments have been made in this edition. Note: to ensure the best visibility on starting lines, lap counting and finishes, digital style numbers are no longer permitted.

Helmets:

(C.5) Helmets are now mandatory during racing. However, NCAs may 'opt out' of mandatory helmets for over 19s when specified in the NOR or SIs.

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

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.

An evolution of this concept is under construction that includes pictures of permitted rigging options within the rules themselves via an appendix.

Bungy Adjustment:

(D.9.2) After examining several solutions to improve the system, we have permitted the use of a floating in-line cleat. 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'.

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 class success

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.

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.

QUICK GUIDE TO COMMON QUESTIONS

The rules are closed class rules where anything not specifically permitted by the rules is prohibited. This section includes examples of illegal modifications that, by nature of the rules, are not stated. We have included them here to reiterate the importance of these points.

Foils:

- **Bonding** the vertical section to the horizontal section of the Mark2 rear foil is prohibited.
- Filling or covering of the spring pin hole on the vertical section of the Mark2 rear foil is prohibited.
- The join between the flap and main section of the horizontal foils shall not be filled.
- The void where the bolt attaches the horizontal foil to the vertical foil shall not be filled.
- No attempt shall be made to smooth the corner between the vertical and horizontal foil sections.

Sail and Rig:

- Tape on the mast to improve the rotation of the cams is prohibited.
- Sail Battens shall not be altered in stiffness by any method.
- Camber Inducers shall not be altered in any way and no attempt may be made to change the rotation characteristics.
- To protect our oceans, applying lubricant (such as silicon or PTFE sprays) to the mast, sail or cambers that can wash off is prohibited.

Wand / Flight Control System

- The wand length, material & taper shall not be altered.
- The wand paddle shall not be removed or altered.

END OF INTRODUCTION

THESE RULES ARE CLOSED CLASS RULES WHERE ANYTHING
NOT SPECIFICALLY PERMITTED BY THE CLASS RULES IS
PROHIBITED.

PART I – ADMINISTRATION

A General

A.1 MANUFACTURER RIGHTS

- A.1.1 McDougall Creations Pty Ltd is the owner and trademark holder (TMH) of WASZP and the design of the boat and all its components.
- A.1.2 The WASZP **boat** shall only be manufactured by a manufacturer licenced by McDougall Creations (referred to as Licensed Manufacturers [LM]).
- A.1.3 The **boat** 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
WICA	WASZP International Class Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
LM	Licenced Manufacturer
TMH	Trademark Holder
OA	Organising Authority

A.4 AUTHORITIES

A.4.1 The international authority of the class is WICA.

A.5 ERS & RRS

A.5.1 These class rules shall be read in conjunction with the ERS and RRS.

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 RULES INTERPRETATION

A.6.1 Where there is doubt over the interpretation of a class rule, the issue shall be referred to WICA for clarification.

A.7 HULL & SAIL NUMBERS

A.7.1 Hull numbers shall be issued by the LM.

A.7.2 Hull numbers shall be issued in consecutive order starting at 2000.

A.7.3 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 have valid certification marks in the positions as supplied by the LM on the hull, sail and both mast sections.

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 sides at the stern 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 with 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 The sail number shall reference the hull number, unless B.3.2 or B.3.3 apply.

- B.3.2 Sailors that finished in the top 10 at the previous edition of the WASZP Games may display their finishing position from that event as the sail number in place of the hull number.
- B.3.3 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.
- B.3.4 National flags may be used in place of national letters on the panel between the second and third battens.
- B.3.5 National flags or national letters are mandatory at all Tier 1 and Tier 2 events.

Specification of numbers & letters:

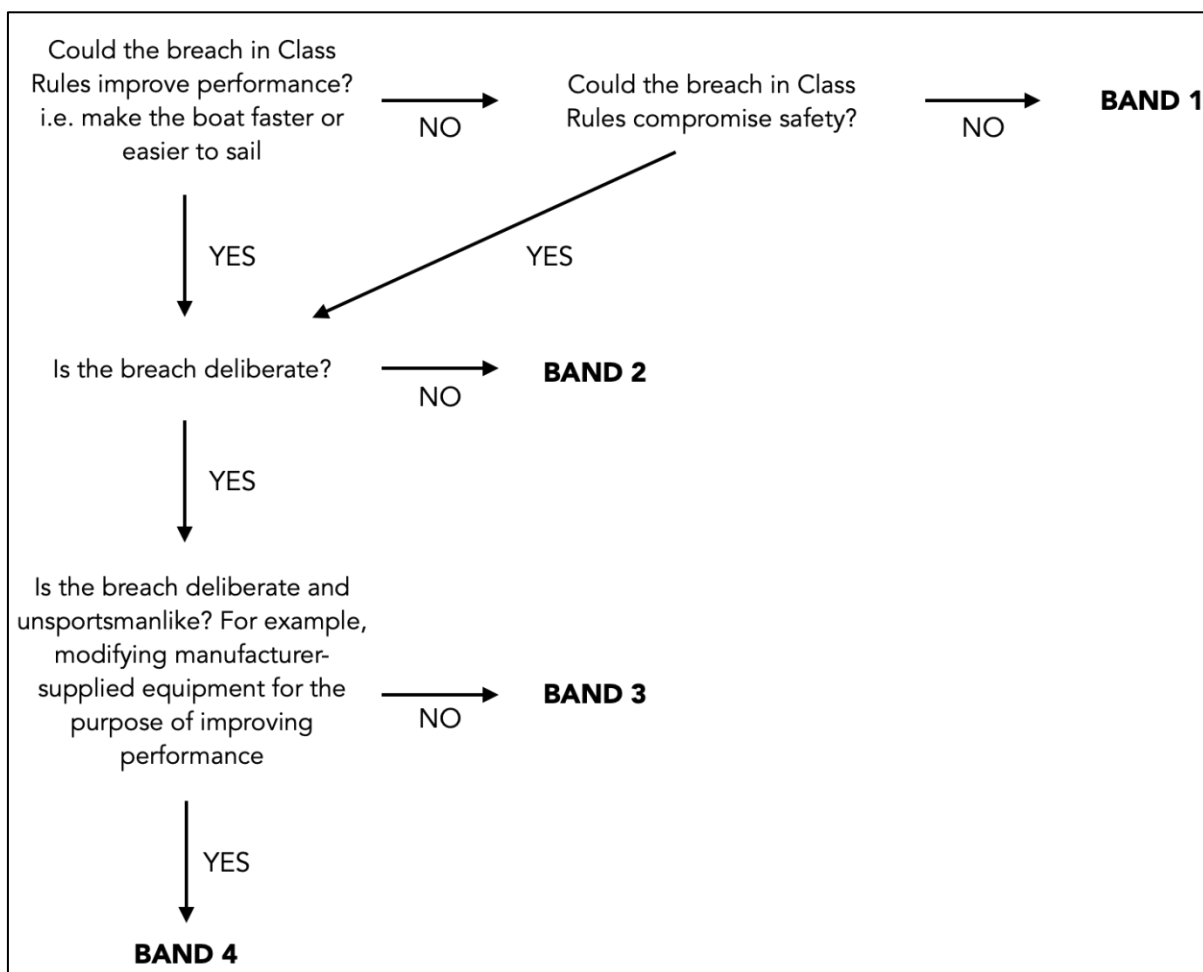
- B.3.6 Sail numbers and national letters shall be a sans serif typeface and clearly legible.
- B.3.7 Digital 8 style numbers are prohibited.
- B.3.8 Sail numbers shall be positioned between the third and fourth batten from the top and national letters shall be positioned between the second and third batten from the top.
- B.3.9 On clear sails:
 - (a) numbers and letters on the starboard side shall be placed in the upper half of the designated panel; and on the port side shall be placed in the lower half of the designated panel.
 - (b) numbers and letters shall be a dark, contrasting colour to white.
- B.3.10 On black sails:
 - (a) numbers shall be placed in the upper half of the designated panel and letters shall be placed in the lower half of the designated panel.
 - (b) numbers and letters shall be white.
- B.3.11 Number and letter sizing and spacing for each sail size is displayed below. An equipment inspector may accept smaller gaps if legibility is not compromised.:

	5.8	6.9	7.5	8.2
Minimum height	230mm	230mm	250mm	250mm
Minimum thickness	30mm	30mm	45mm	45mm
Minimum spacing: • between characters on the same line • from the forward edge of the leech tape • from the forward edge of the laminated film • from a batten	45mm			
Minimum spacing between starboard and port characters (clear sail only)	-	45mm	-	45mm

B.4 EVENT INSPECTION & INFRINGEMENTS

- 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.

B.4.2 Infringements of class rules fall into four categories: Bands 1-4. Infringements are categorised using the following test:



B.4.3 An Equipment Inspector may permit an infringement without reporting to the technical committee where:

- (a) the infringement falls into Band 1, the modification improves the reliability of the boat, and the Equipment Inspector is certain the infringement does not improve performance; or
- (b) the modification is to rectify damage and the Equipment Inspector is certain that the performance of the modified part will be worse than a new equivalent supplied by the manufacturer.

B.4.4 Where B.4.3 is not applied:

- (a) For all infringements prior to competition, an Equipment Inspector shall either:
 - (i) require the infringement to be rectified without reporting the infringement to the technical committee; or
 - (ii) report the infringement to the technical committee.
- (b) For all infringements during competition, an Equipment Inspector shall either:
 - (i) where a standard penalty is assigned to an infringement (as listed in the WASZP measurement guide), offer the competitor the opportunity to take the standard penalty voluntarily and require the infringement to be rectified without reporting the infringement to the technical committee; or
 - (ii) report the infringement to the technical committee.

B.4.5 Equipment inspectors may be nominated by the OA or WICA.

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 are permitted if:
 - a. a knee or the backside is in contact with the wing tramps inside the inner surfaces of the wing frame; and
 - b. No part of the backside extends outboard of the inner surfaces of the wing frame.
 - (iii) these actions shall not be used to gain advantage other than to initiate foiling.
- (b) to consolidate foiling immediately after completing a tack or gybe:
 - (i) the sail may be pulled in up to three times.

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

C.2 RIG OPTIONS

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

Black panel – 8.2m²

White panel – 7.5m²

Red panel – 6.9m²

Yellow panel – 5.8m²

C.2.2 The WASZP class includes the 8.2, 7.5 and 6.9 rigs. The WASZP_X class includes the 5.8 rig.

- (a) Boats with the 8.2 rig shall use the standard wing bars.
- (b) Boats with the 7.5 rig shall use the standard wing bars, except that sailors under 55kg may use the curved wing bars.
- (c) Boats with the 6.9 rig may use either the standard or curved wing bars.
- (d) Boats in the WASZP_X class shall use the curved wing bars.

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

C.3 CREW & DIVISIONS

C.3.1 The crew shall consist of one person.

C.3.2 Age Parameters:

a) For Tier 1 and Tier 2 events:

- (i) The minimum age for competitors using the 8.2 and 7.5 rig is 15 at the end of the year.
- (ii) The minimum age for competitors using the 6.9 rig is 12 on the first scheduled race day of the competition.

C.3.3 Age Divisions: The age divisions are as follows. Ages are defined by the age of the competitor at the end of the calendar year. Alternative divisions may be stipulated in the NOR and SIs at individual events.

- a) U14 (6.9 only)
- b) U16 (7.5 only)
- c) Junior (U19)
- d) Youth (U21)
- e) Core (21-29)
- f) Master (30-49)
- g) Super Master (50+)

C.4 MEMBERSHIP

- C.4.1 To be eligible for Tier 1 & 2 events, a sailor shall be a member of WICA.
- C.4.2 NCAs may require membership to the NCA for Tier 3 & 4 events. However, where a competitor is not resident in the country of the event, they need only be a member of their home NCA.

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, unless C.5.3 applies.
- C.5.3 For Tier 4 events only, an NCA may permit competitors aged 19 or over to race without helmets by stating in the rules section of the NOR or SIs: "In accordance with class rule C.5.3, class rule C.5.2 – mandatory helmets – applies to junior sailors only at this event."

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

C.6 ADVERTISING

- C.6.1 Advertising shall not be applied to the sail or hull where restricted by rule B.2.
- C.6.2 Advertising is permitted on the sail on the panel between the third and fourth batten providing no part of the advertising is within 100mm of a sail number.
- C.6.3 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. The OA may require competitors to remove stickers in these areas to make way for the event stickers.
- C.6.4 The OA may require competitors to wear event bibs whilst racing.
- C.6.5 Aside from the limitations in this clause C.6, advertising is otherwise unrestricted.

C.7 PORTABLE EQUIPMENT

C.7.1 The following equipment is permitted while racing:

- (a) Battery operated single or multi-function devices (including GPS based) and mount, removable for weighing. Electronic devices shall not receive information, other than satellite positioning 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 permitted 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 rear foil vertical section. Cameras and mounts that extend aft of the rear foil vertical section 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

The Equipment Rules of Sailing 2025-2028 can be found at this [link](#).

- D.1 **Permitted rigging options** are featured in the images in Appendix A2. **Boats** shall be rigged in accordance with these pictures or modified as permitted in this section.

D.2 GENERAL MODIFICATIONS, MAINTENANCE AND REPAIR

Rule D.2. applies to all parts of the **boat** unless overridden elsewhere in these rules.

D.2.1 LIMITATIONS

- (a) **Coating, sanding, fairing, polishing or lubricating** any surface of the **boat** is prohibited except where specifically permitted by these rules.
- (b) Any **fitting** other than those mentioned in D.2.3 (a), (b), (c), (d) and (e) may only be replaced by the same model or an equivalent replacement model. Where a fitting is a manufacturer-supplied part, the replacement shall be the equivalent manufacturer-supplied part. Replacement **fittings** shall be fitted in the same position as the original **fitting**, or as close as is structurally possible.

D.2.2 REPAIRS

- (a) **Repairs** are permitted.

D.2.3 MODIFICATIONS

- (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 permitted 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) 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.
- (g) Trim marks may be added.
- (h) 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 providing this does not, or is not intended to, give an advantage over, or modify the function of, the standard part.

D.2.4 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.
- (b) Handles of any style on control lines are permitted.
- (c) **Lubricating** is permitted on any block or cleat.

D.2.5 REPLACEMENTS

- (a) Only one Hull, Mast, Sail and Foil Set shall be used during an event, except when lost or damaged beyond repair.

- (i) Replacement of these items is subject to the approval of the race committee. Approval shall be requested before the end of the protest time limit on the first day the replacement is used.
 - (ii) Where a replacement part features an event limitation mark, the competitor shall inform the Equipment Inspector at the first reasonable opportunity.
 - (iii) Where a damaged hull is replaced quickly to get a competitor back on the water, the foils in the replacement hull may be used but the original sail and mast must be used.
- (b) Replacement of large items during an event (Hull, Mast, Sail, Boom, Foils, Gantry, Wing Frame, Rudder Box 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.

D.3 HULL, GANTRY and WING ASSEMBLY

D.3.1 LIMITATIONS

- (a) See rule C.2.2 for limitations on the use of standard and curved wing bars.
- (b) When using the curved wing bars, 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.
- (c) 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 shall be used

D.3.2 MODIFICATIONS

- (a) Subject to rule D.2.5(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.

- (b) The hull may be fully wrapped in vinyl providing all WASZP marks in B.2 are re-applied in the same size and position, and are no less prominent than the originals.
- (c) Ropes may be added to statically position foot straps inward or outward.
- (d) A spacer may be positioned beneath the aft end of foot straps.
- (e) Holes may be cut in the Wing Tramps to allow the foot straps to be attached in a different position along the wing bar.
- (f) The Wing Support Blocks may be modified to allow for easy fitting. The modification must not hold the wings higher than unmodified blocks.
- (g) The front and rear ends of Outer Wing Bars may be wrapped with any material for strengthening within 30mm of the ends.
- (h) Holes may be drilled in the wing pins to allow for split rings or some other method of securing the pins.

D.3.3 OPTIONAL

- (a) When using the standard wing bars, 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.4 HULL APPENDAGES (FOILS)

D.4.1 DEFINITIONS

- (a) The Mark1 rear foil refers to the original rudder assembly. The Mark2 rear foil refers to the rudder assembly introduced in 2025.

D.4.2 MODIFICATIONS

- (a) **Bonding** the vertical section to the horizontal section of the front foil and Mark1 rear foil is permitted.
- (b) **Bonding** the bulb to the horizontal section of the Mark2 rear foil is permitted.
- (c) Tape may be applied to the vertical surfaces of the bulb insert of the Mark2 rear foil.

- (d) **Coating, sanding, fairing, polishing or lubricating** any surface of a foil is prohibited, except that:
 - (i) The foil tips may be sanded within 5mm 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 improving performance.
 - (ii) **Lubricating** the joint between the front horizontal and the flap is permitted.
- (e) Repairs to an aluminium section of a foil may be undertaken if the filled area is less than 10 square centimetres only.
- (f) Any gap up to 2mm between the plastic foil tip and the alloy extrusion may be filled.
- (g) Gaps of up to 2mm between the vertical section and the horizontal section of the front foil and Mark1 rear foil may be filled.
- (h) The Front Vertical Foil Push Rod may be shortened.
- (i) To improve the fit in the main foil case, tape may be applied to the vertical section of the front foil.

D.4.3 USE

- (a) Either the Mark1 or Mark2 rear foil may be used in competition. This may be modified by the sailing instructions.
- (b) Only the current front foil horizontal may be used (alloy length: 820mm).

D.5 RUDDER BOX AND TILLER ASSEMBLY

D.5.1 LIMITATIONS

- (a) When using the Mark2 rear foil, Rudder Box packing supplied by the LM shall be used.

D.5.2 MODIFICATIONS

- (a) When using the Mark1 rear foil, the Rudder Box may be packed with any material.

- (b) Packing material may be added to the Tiller to make it tight in the Rudder Box.
- (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 shall not be removed.

D.6 RIG

D.6.1 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) The double blocks on the sail clew and boom end may be replaced with triple blocks.
- (e) 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.6.2 USE

- (a) The boom may be extended to any length within its supplied range.
- (b) The rear bridle rope is optional.

D.7 SAIL

D.7.1 LIMITATIONS

- (a) Other than for a **repair** or as permitted by these rules, sails shall not be modified.
- (b) Sail Battens and Camber Inducers shall be used in the positions as supplied by the LM.
- (c) Sail Battens shall be inserted in the sail with tapered end forward.

D.7.2 MODIFICATIONS

- (a) 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.
- (b) 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 aft edge of the neoprene skirt.

D.7.3 USE

- (a) Tell Tales on the sail are permitted in any number and location.
- (b) The use of Camber Inducer Spacers is unrestricted.

D.8 CONTROL SYSTEM (Wand to Front Foil Bell Crank)

D.8.1 LIMITATIONS

- (a) 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. No part of the system may be fixed outboard of the foot straps.

D.8.2 MODIFICATIONS

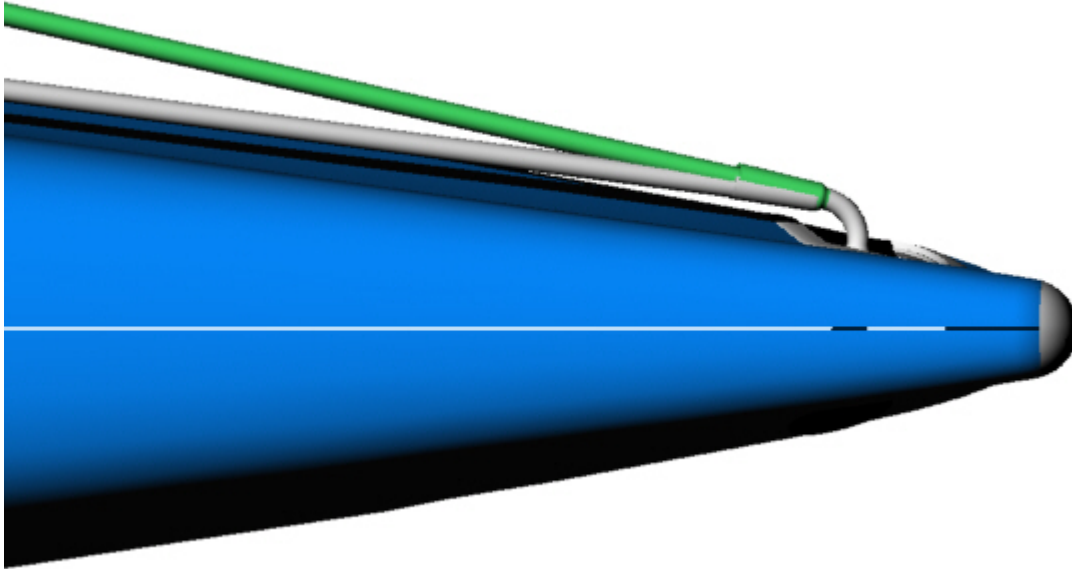
- (a) The Push and Pull Rods may be shortened.
- (b) The Push Rod may be bent for better alignment.
- (c) The Reversing Lever may be bent to allow for better alignment.
- (d) The Reversing Lever axle bolt diameter may be increased to 6mm.

- (e) A bungy 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.
- (f) 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.
- (g) **Lubricating** any part of the wand and ride height system between the wand and the front foil bell crank is permitted.

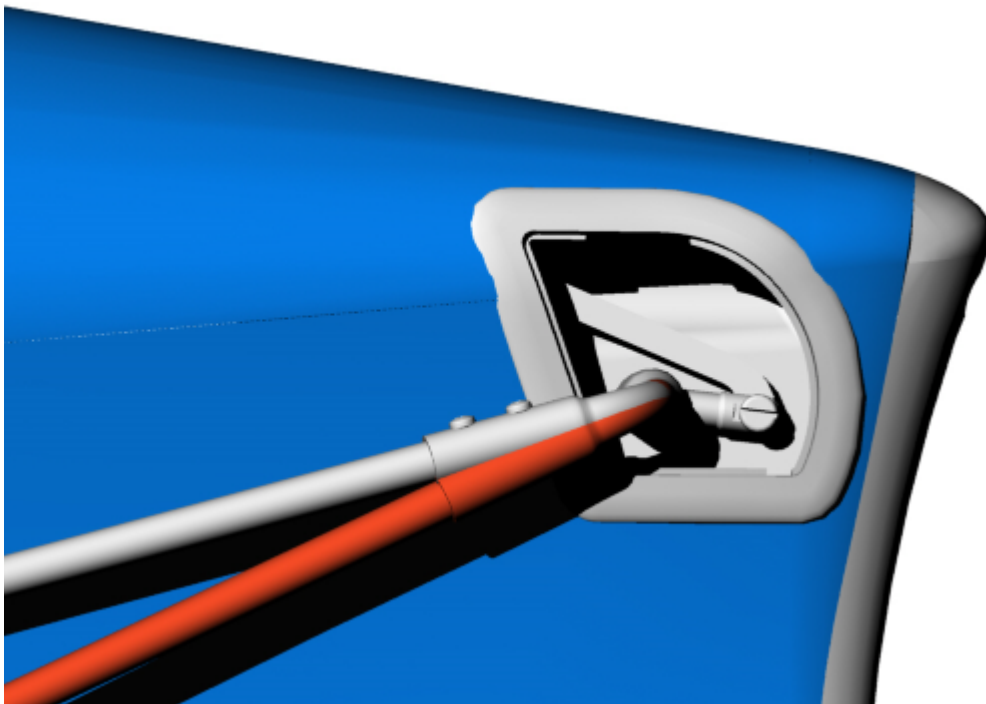
D.8.3 USE

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

Modification permitted in D.8.2(f):

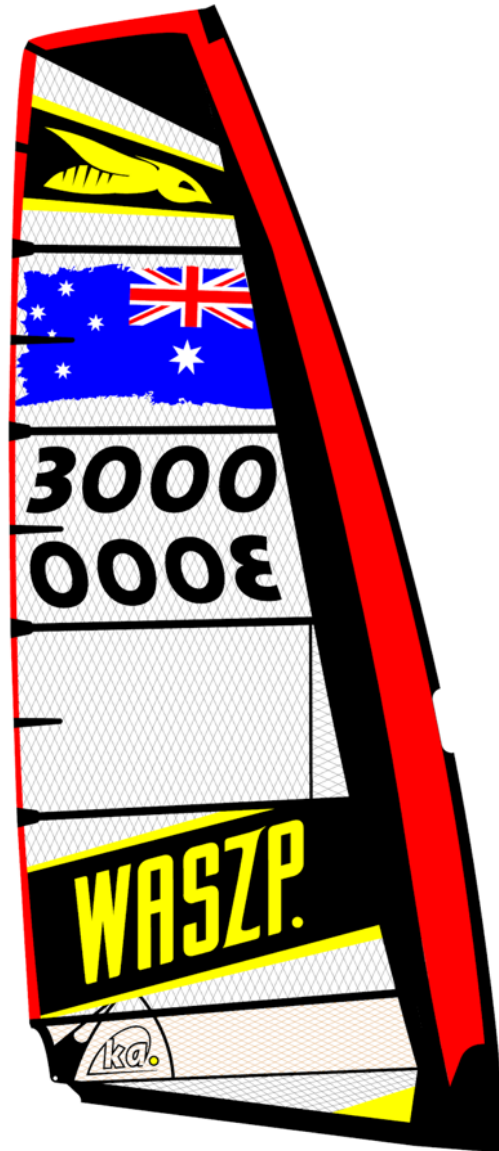


Modification not permitted in D.8.2(f):



APPENDIX – A.1.1

8.2 sail



7.5 sail



WASZP_X (5.8) sail



APPENDIX – A.1.2



APPENDIX – A.2

Permitted Rigging Options

Images for the permitted rigging options are in progress.

Where there are no images in this section, D.1. applies to the set-up outlined in the [rigging guide](#) and modifications outlined in the [rigging guide addendum](#).

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