

Reporting Committee – Windsurfing
Other Committee - Measurement

Class Rule Changes
ISAF Regulation 26.10

A submission from the International Formula Windsurfing Class

Subject to Ratification at the Class AGM.

PROPOSAL (A):

Amend 3.1.1. as follows:

Only one Skeg may be fitted, the size and construction of the Skeg is optional.

*A maximum of **TWO** skegs may be registered for a championship; skegs shall not project more than 700 mm below the hull, measured at 90 degrees to the fairline of the underside of the hull*

CURRENT POSITION (A)

[Not stated]

REASON:

Most Competitors use only two Fins/Skegs and a cost reduction

PROPOSAL (B):

Amend 3.3.1 as follows:

The size and construction of the mast is optional

*The maximum length of the mast, measured from the fair deckline shall not exceed **5900 mm**. At any cross section normal to the mast's axis, the mast shall be circular and of uniform wall thickness. The bending curve shall be equal in every direction. A tapered mast is allowed. Pre-bent masts are prohibited. The bend curve shall be checked as follows: support the mast 50mm from each end, suspend a weight of approximately 20kg at 1700mm from the base and measure the deflection from the horizontal. Rotate the mast through 90°, 180° and 270° on the longitudinal axis and repeat the test. There shall be not more than 10% difference in any of the deflections and the deflection shall not exceed 100 mm when not under load.*

CURRENT POSITION (B)

[not stated]

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REASON:

The proposed reduction in maximum sail area may not require the longer masts previously permitted. This should reduce costs.

PROPOSAL (C):

Amend 3.4 .1 as follows:

Boom ... The size and construction of the boom is optional.

*The "operational length "shall not exceed **2090mm**, measured from the front of the mast to the maximum outhaul position when rigged*

CURRENT POSITION (C)

[not stated]

REASON:

The reduction in maximum sail area may not require the longer Booms previously permitted

PROPOSAL (D):

Amend 4.1 as follows:

The size and construction of the sail shall be optional

The maximum size of sails shall be,

*Men Open. **11.0 Sq. M.***

*Women & Youth **10.0 Sq. M.***

*Juniors, **8.5 Sq.m.***

All sails shall be Production Sails from Class licensed Sail Makers registered with the class and fall within the tolerances of the data sheet for that sail registered with the class

CURRENT POSITION (D)

[not stated]

REASON:

In 2000, with no limits in the rules, the sails were around 11.0 and a wide weight band of sailors were able to compete.

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In 2001 the sail sizes used by the top, very heavy sailors, grew to 12.5 sq m. and it was decided that a limit had to be imposed as this seemed detrimental to the growth of the Class. At that time, the limit was set to suit the equipment then in use at the World Championships. These Sails need special masts and booms.

Since these very large sails have been in use there has been a noticeable reduction in the fleet sizes at major competitions

The reduction in maximum Sail area and number of rigs is aimed at cost reduction and improved "popularity" for national level sailors.

It is supported by the majority of the "Licensed" FW Class sail makers polled as well as the majority of the sailors.

PROPOSAL (E):

Amend 6.1 as follows:

*During a series of races, not more than one board and **TWO** sails and **TWO** skegs shall be used. Only one board and one sail and one skeg shall be used during a race. All sails shall carry Class identification tags securely fixed at the clew cringle, all boards shall have EITHER a permanent unique serial number applied by the manufacturer, OR shall carry a Class identification tag securely fixed through a towing eye*

Registered skegs shall carry a unique ID number on the headstock; the measurers may apply this during event registration. The limited equipment shall not be altered in any way during the regatta without the permission of the Jury. The Jury may only permit substitution of irreparably damaged limited equipment on a 'like for like' basis. Other equipment is interchangeable provided it complies with these rules.

CURRENT POSITION (E)

[not stated]

REASON:

Cost reduction for the sailors, most sailors can only afford two of each, one for strong wind and one for light wind.