



INTERNATIONAL RACEBOARD CLASS ASSOCIATION CLASS RULES



The International Raceboard Class was adopted as an International Class in 1990.

PART I – ADMINISTRATION

Section A – General

- A.1 Language
- A.2 Abbreviations
- A.3 Authorities and
Responsibilities
- A.4 Administration of the Class
- A.5 ISAF Rules
- A.6 Class Rules Variations.....
- A.7 Class Rules Amendments
- A.8 Class Rules Interpretations
- A.9 Licensed Manufacturers
- A.10 Sail numbers.....

Section B – Boat Eligibility

- B.1 Hull certifications & markings .
- B.2 Event inspection
- B.3 Event limitation marks

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

- C.1 General
- C.2 Crew
- C.3 Personal Equipment
- C.4 Advertising
- C.5 Hull
- C.6 Hull Appendages.....
- C.7 Rig
- C.8 Sails.....

Section D– Hull

- D.1 General.....

INTRODUCTION

The object of the International Raceboard Class Rules is to establish the Class as one in which many different types of production windsurfers, which are available internationally, can compete.

Raceboard hulls are measurement controlled and shall only be manufactured by ISAF registered manufacturers

Hull appendages, rigs and sails are measurement controlled.

Raceboard hulls 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 or event are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

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

PLEASE REMEMBER:

THESE CLASS RULES ARE OPEN CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU SHALL NOT THEN YOU MAY

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 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IRC International Raceboard Class Association
- NCA National Class Association
- RRS Racing Rules of Sailing
- ERS Equipment Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is the ISAF, which shall co-operate with the IRC in all matters concerning these **class rules**.
- A.3.2 No liability or legal responsibility in respect of these **Class Rules** can be accepted by the ISAF, IRC, or its delegated representatives.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated the administrative functions of the class to the IRC

A.5 ISAF 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 “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events – see RRS 89.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations.

A.8 CLASS RULES INTERPRETATIONS

- A.8.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.

A.9 LICENSED MANUFACTURERS

- A.9.1 No board shall compete in IRC events unless it is a series production board registered with the ISAF, and included in the Raceboard Production Board list.

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If the owner's MNA is administering the Class, the owners shall apply to their MNA for a sail number, otherwise they shall apply to their NCA.

Section B –Equipment Eligibility

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

B.1 HULL MARKINGS

- B.1.1 Boards shall display the official ISAF logo as applied by the manufacturer.

B.2 EVENT INSPECTION

B.2.1 GENERAL

- (a) For the purpose of RRS 78, crews are considered to be the owners.
- (b) The role of **Equipment Inspectors** at an event is to ensure compliance with these **class rules**. Where an **equipment inspector** determines that an item of equipment needs further investigation they shall use whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for inspection. Should this comparison reveal deviation greater than the Inspector considers being within manufacturing tolerances, this shall be reported to technical representatives of ISAF, RCA and Manufacturer for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner shall present alternative equipment for inspection.

B.3 EVENT LIMITATION MARKS

- B.3.1 All items of a **crew's** equipment which are subject to control, as per the schedule on the Regatta Equipment Control Form, and which require **event limitation marks**, shall be so marked.
- B.3.2 Some items of equipment may receive two **event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **windsurfer** shall comply with the Rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **open class rules**. **Equipment inspection** shall be carried out in accordance with the ERS except where varied in this part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

The following ERS shall not apply: B.9 setting, sheeting and changing **sails**

C.1.2 LIMITATIONS

During a race only one **fin**, one **centreboard**, one **rig**, and one **sail** shall be used.

C.2 CREW

C.2.1 LIMITATIONS

The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

No **crew** is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA then the crew must be a member of the IRC.

C.2.3 DIVISION

- (a) Men
- (b) Women
- (c) Youth – under the age of 20 on the 31st December of the year of the competition.

C.3 PERSONAL EQUIPMENT

C.3.1 FLOTATION DEVICES

If **personal buoyancy** is prescribed, every competitor shall wear a **personal flotation device** that shall conform to the minimum standard ISO 12402-5 (Level 50). Alternative or additional standards may be prescribed in the Notice of Race or Sailing Instructions.

C.3.2 EQUIPMENT WEIGHT

- (a) In amendment to RRS 43 clothing and equipment, including harness but excluding beverage container worn or carried by the crew shall not weight more than 9kg when weighted in accordance with RRS Appendix H.

C.4 ADVERTISING

C.4.1 LIMITATIONS

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

C.5 HULL

C.5.1 LIMITATIONS

During an event, not more than 1 **hull** shall be registered and used for an event, except when lost or accidentally damaged beyond repair. A replacement may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement **hull** and remove or deface any **event limitation mark** attached to the replaced **hull**.

C.5.2 MODIFICATIONS, MAINTENANCE and REPAIR

- (a) Alteration of **hull** shape, major underside re-fairing or deliberate removal of the finishing coat/s is not permitted unless in the case of the result of local repairs to unintentional damage. The serial number as required by D.1.1 shall remain legible.
- (b) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics can be clearly seen
- (c) A damaged fin box may only be replaced by the same 'type' of box, and be positioned approximately at the same position as the original.

C.5.3 HULL WEIGHT

- (a) The **hull weight** including footstraps, **centreboard**, **fin** and air ventilation screw shall not be less than 14kg.
- (b) Any corrector weights shall be securely fixed in an accessible position that ensures compliance with C.5.3 (a).

C.6 HULL APPENDAGES

C.6.1. LIMITATIONS

- (a) During an event a maximum of two **fins** and two **centreboards** shall be registered and used during an event except when a **hull appendage** has been lost or damaged beyond repair. A replacement may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement item and remove or deface any **event limitation mark** attached to the replaced **hull appendage**.
- (b) The distance between any point of a **fin** to its closest point to the **hull** shall not exceed 700mm.
- (c) The distance between any point of a **centerboard** to its closest point to the **hull** shall not exceed 850mm
- (d) Any other **hull appendage** other than the **fin** and the **centerboard** is prohibited.

C.7 RIG

C.7.1 MAST

(a) CONSTRUCTION

- (i) The **mast spar cross section** shall be circular.
- (ii) Pre-bent **masts** are prohibited.

(b) DIMENSIONS

	Min	Max
Mast length		6000mm

(c) LIMITATIONS

- (i) With the **mast** attached to the **hull** it shall be possible to incline the **mast** at least 90 degrees from the vertical axis of the **hull** in every direction
- (ii) The **mast** shall have a quick release system in order to be detached from the **hull**

C.7.2 BOOM

(a) DIMENSIONS

	Min	Max
Internal length of the wishbone boom excluding attachments		3000mm

(b) USE

Harness attachments if fitted shall be attached to the **wishbone boom**

C.8 SAILS

C.8.1. LIMITATIONS

- (a) During an event a maximum of two **sails** shall be registered and used during an event except when a **sail** has been lost or accidentally damaged beyond repair. A replacement may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement **sail** and remove or deface any **event limitation mark** attached to the replaced **sail**.

(b) Size

	Minimum	Maximum
Men		9.5 m ²
Woman		8.5 m ²
Youths		8.5 m ²

- (c) Where an Equipment Inspector is in doubt as to the area of the sail, they shall use the ISAF Guide To Sail Area Calculation And Measurement: <http://www.sailing.org/9559.php> in which case a tolerance of 3.2% of the total sail area is permitted.

C.8.2 IDENTIFICATION

- (a) National letter and sail numbers shall comply with RRS Appendix G.1.2 for craft less than 3.5m in length.
- (b) At events where the organizing authority specifies the use of identification of division, the identification shall be displayed on the sail above the class insignia. A women's **sail** shall carry an equilateral diamond on both sides of the sail in the proximity of the head. The minimum length of each side shall be 150mm.

Section D – Hull

D.1 GENERAL

D.1.1 IDENTIFICATION.

The **hull** shall carry a permanent unique serial number applied by the manufacturer.

D.1.2 DIMENSIONS

	Minimum	Maximum
Hull Beam		1005mm
Hull length	2700mm	3800mm

Effective:

Previous issues:

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