

TECHNO 293
CLASS RULES
2008



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INTRODUCTION

The Techno 293 Class is devoted to fostering the development of windsurf racing for competitors under the age of 17 years old around the world through the promotion of an inexpensive racing format.

The Techno 293 Class uses a sailboard designed by BicSport .

Techno 293 Class hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.

Techno 293 Class hulls and hull appendages **shall** be built by a manufacturer licensed by Bic Sport in consultation with the ISAF. Equipment is required to comply with the Techno 293 One Design Building Specification and is subject to an ISAF approved manufacturing control system.

Techno 293 Class rigs and sails shall be included on a Class Approved list –appended to these Class Rules. The Approved List is a selection of rigs that have been trialled and approved as suitable for use with the Techno 293 One Design hull, and which are available to the sailor at a maximum cost set by the Class.

After Techno 293 hulls, hull appendages, rigs and sails have left the manufacturer, they may 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.

This introduction only provides an informal background and the Techno 293 Class Rules proper begin on the next page.

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 |
| TCA | Techno 293 Class Association |
| NCA | National Class Association |
| RRS | Racing Rules of Sailing |
| ERS | Equipment Rules of Sailing: 2005 - 2008 |

A.3 AUTHORITIES AND RESPONSIBILITIES

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

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 In countries where there is no MNA, or the MNA does not undertake the administration of the class, its functions as stated in these rules shall be carried out by a NCA that is recognized by the TCA.

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 88.1.d)-ISAF Regulation 26.5 (f) applies. At all other events RRS 86 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 RULE INTERPRETATIONS

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

A.9 LICENSED MANUFACTURERS

- A.9.1 The licensed hull builder shall pay the Class Fee.
- A.9.2 TECHNO 293 One Design hull and hull appendages shall be manufactured by Bic Sport or by other manufacturer appointed and licensed by Bic Sport in consultation with the ISAF referred to as licensed manufacturers in these **class rules**.
- A.9.3 The sail and rig components permitted for use in the Techno 293 class shall be included on the list of class approved sails and rigs.

A.10 SAIL NUMBERS

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

A.11 COMPLIANCE WITH CLASS RULES

A.11.1 A **sailboard** ceases to comply with the **class rules** upon:

- a) the use of equipment which does not comply with the **class rules**,
- b) a change of **class rules** that causes equipment in use to cease to be permitted, except where the equipment may comply with the **class rules** in force at the time of its initial construction.

Section B – Equipment Eligibility

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

B.1 HULL CERTIFICATE & REGISTRATION

B.1.1 Hull certificates are not issued.

B.1.2 Boards shall display the official ISAF logo and the text, "ISAF Approved Series Production Board".

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 Inspectors at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, using 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 should be reported to technical representatives of ISAF, TCA and Bic Sport for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner may 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 scheduled 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.

B.4 REGISTRATION

B.4.1 In accordance with the requirements of the TCA Inspection Regulations for International Regattas or the event organising authority, **crews** shall present their **hull**, **hull appendages**, **rig(s)** and **sail(s)** as intended to be raced for **event inspection**.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the equipment 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 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

- (a) The following ERS shall not apply: A.2 Certificate; B.9 Setting, Sheeting and Changing Sails.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

- (a) No sailor is permitted to race at an International Regatta unless he/she is a member of his/her NCA. If there is no NCA then the sailor must be a member of the TCA.

C.2.3 DIVISIONS

a) Age / Gender Divisions

- i) Boy or girl under the age of 15 years old.
- ii) Boy or girl under the age of 17 years old.
- iii) A **crew** shall not be older than the maximum age limit, in the relevant age division, by December 31st in the year of competition.

C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 a) **Optional**

- (i) Harness.
- (ii) In alteration to RRS 1.2 buoyancy vest or jacket is optional (which may be described as mandatory in the Sailing Instructions). If personal buoyancy is prescribed, every competitor shall wear personal buoyancy with a minimum buoyancy of 4kg un-inflated in fresh water. The buoyancy shall be tested with a metal weight of 4kg, which shall remain supported for a minimum of five minutes.
- (iii) A container for holding beverages in accordance with RRS Appendix B.2.1 (b)

b) **Mandatory**

- i) Clothing and equipment worn or carried by the crew shall not weigh more than 4kg when weighed in accordance with RRS Appendix H.

C.4 PORTABLE EQUIPMENT

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.4.2 a) **Optional**

- i) A towrope of minimum length 5m and a recommended thickness of 5 mm may be carried by the crew. The use of the towrope may be specified as compulsory in an event's Notice of Race or Sailing Instructions.

C.5 ADVERTISING

C.5.1 LIMITATIONS

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.

C.6 HULL

C.6.1 LIMITATIONS

- (a) Only one **hull** shall be used during an event, except when lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.
- (b) A maximum of six footstraps may be fitted using the existing inserts, any stainless steel screws and round washers. Footstraps shall be fitted with at least one screw at each end.

C.6.2 HULL WEIGHT

- (a) The bare hull weight shall not be less than 13.0 kgs
- (b) Any **corrector weights** shall be securely fixed in a visible position that ensures compliance with C.6.2 (a) and (b).
- (c) The **hull** may be weighed wet after a minimum of 10 minutes draining standing vertically on its aft edge.

C.6.3 MAINTENANCE AND MODIFICATIONS

- (a) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- (b) 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. The serial number shall remain legible.
- (c) Repairs to the under surface of the hull shall be carried out in a contrasting colour.
- (d) The underside of the hull may be rubbed down and polished.
- (e) The centreboard cassette may be shimmed.
- (f) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics can be clearly seen.
- (g) One piece of adhesive plastic or fabric tape, not measuring more than 125mm in any direction, may be bonded to the hull over the forward end of the **centreboard** gaskets.

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS

- (a) Only one **centreboard** and one **fin**, as supplied with the One Design hull, shall be used during an event, except when lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

C.7.2 MAINTENANCE AND MODIFICATIONS

- (a) The **hull appendages** shall not be altered in any way except as permitted by these class rules.
- (b) 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.
- (c) The sides of the **fin** may be shimmed within the **fin** box.

C.8 RIG

C.8.1 LIMITATIONS

- (a) Only two **rigs** each of a different size **sail** may be used during an event, except when an item has been lost or damaged beyond repair.
- (b) Such an item may only be replaced with the same type and size of item, and with the approval of the Jury.

C.8.2 MAINTENANCE AND MODIFICATIONS

- (a) The **rigs** shall not be altered in any way except as permitted by these **class rules**.
- (b) Fittings attached to the **rig** supplied by the manufacturer shall not be removed or replaced unless with fittings of the same characteristics and function. Rivets may be replaced by rivets, screws or bolts with optional nuts
- (c) 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) The **mast spar** shall be lengthened using an aluminium extension.
- (e) The **mast spar** extension may be shimmed with any self adhesive tape.
- (f) The **mast** spigot may be shimmed.
- (g) Any uphaul of the **crew's** choice shall be fitted.
- (h) A safety line or device to secure the **rig** to the **hull** shall be fitted.
- (i) Any adjustable downhaul of the **crew's** choice may be used.

- (j) Any adjustable outhaul of the **crew's** choice may be used.
- (k) The surface of the **boom spar** grip may be roughened using abrasive material.
- (l) The **boom spar** may be lengthened by using aluminum extensions produced by a licensed manufacturer.
- (m) Any harness lines of the **crew's** choice may be used.

C.9 SAILS

C.9.1 LIMITATIONS

- (a) Only two **sails** of different size may be used in an event, except when a **sail** has been lost or damaged beyond repair. Such a replacement shall comply with these class rules and be of the same size and with the approval of the Jury.
- (b) The **sails** used shall come from the Approved List, except that any **sail** of 5.5 sq m. or less may be used in the U15 division.
- (l) The maximum **sail** size for the U15 division shall be 6.8 sq.m. , with a change down **sail** of 5.5 sq.m. or less.
- (m) The maximum **sail** size for the U17 division shall be 7.8 sq.m., with a change down **sail** of 6.8 sq.m. or less from the Approved list.
- (e) Only one set of battens per sail shall be used during an event. NCAs may allow other battens to be used at non-International events within their jurisdiction.

C.9.2 SAIL IDENTIFICATION

(a) National Letters and Numbers

The national letters and sail number shall be black in colour and applied "back to back" on an opaque white background to the **sail** ; otherwise positioned according to RRS Appendix G1.3 (a) and as close to the **leech** as possible. The opaque background shall extend a minimum of 40 mm beyond the national letters and sail number. In all other respects they shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.

(b) Division Identification

At events where the organising authority specifies the use of identification of division, the identification shall be displayed on the sail above the class insignia. The minimum height shall be 230 mm. The divisions and displays shall be:

Boy (U17) – Black outlined square

Girl (U17) - Red diamond and a black outlined square

Boy (U15) – Coloured ribbon attached to boom end

Girl (U 15) – Red diamond and a coloured ribbon attached to boom end

C.9.3 MAINTENANCE AND MODIFICATIONS

- (a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**. 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.
- (b) Transparent self-adhesive mono-film patches may be attached to the **sail** adjacent to the **boom spar**.
- (c) A lubricant may be used on the camber inducers.
- (d) Telltales may be used.

Section D – Hull

D.1 MANUFACTURERS

- (a) The **hull** and fittings shall be produced by a licensed manufacturer.
- (b) The **hull** shall be produced only by using moulds in the possession of Bic Sport

D.2 IDENTIFICATION

- (a) The **hull** shall carry the unique serial number issued by the licenced manufacturer in a legible condition.

D.3 MATERAILS, CONSTRUCTION and DIMENSIONS

The hull shall comply with the Techno 293 One Design building specifications.

D.4 FITTINGS

- (a) mast track complete
- (b) centreboard cassette
- (c) fin box
- (d) gasket assembly
- (e) gaskets
- (f) towing eye
- (g) footstrap fixing inserts
- (h) footstraps

Section E – Hull Appendages

E.1 MANUFACTURERS

- (a) **Hull appendages** shall be produced only by a licensed manufacturer in consultation with the ISAF.

E.2 IDENTIFICATION

- (a) Registered **fins** and **centreboards** shall carry a unique ID number on the headstock.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Techno 293 One Design building specification.

Section F – Rig

F.1 GENERAL

- (a) **Masts, booms** and fittings shall be produced only by an approved manufacturer, except that any **mast** or **boom** may be used when a sail of 5.5 sq.m. or less is used .
- (b) **Masts** and **booms** on the approved list are interchangeable with **sails** on the approved list .

F.2 MASTS

F.2.1 CONSTRUCTION

- (a) The **mast spar** at any cross section normal to the mast axis shall be circular and of uniform thickness
- (b) 100% carbon masts are prohibited..

F.2.2 IDENTIFICATION

The top and bottom sections of the **mast** shall carry an engraved serial number issued by the manufacturer.

F. 3 BOOM

- (a) The boom shall be constructed of tubes of aluminium alloy and may have plastic end fittings, rubber handgrips and line cleats of any material.

Section G – Sails

G.1 PARTS

- (a)- 7.8 sq.m. Approved List **sail**.
- (b)- 6.8.sq.m Approved List **sail**.
- (c)- 5.5 sq.m. or less **sail** , of the **crews** choice .

G.2 MANUFACTURERS

Sails and fittings shall be manufactured by an approved manufacturer.

G.3 IDENTIFICATION

Class insignia shall be applied by the manufacturer.

G.4 MATERIALS, CONSTRUCTION and DIMENSIONS

Shall comply with the class building Specifications.

G.5 FITTINGS

(a) Battens

(b) Camber Inducers

Effective:

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