The International Raceboard Class was adopted as an International Class in 1990.
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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 manufactured 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 cooperate 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, 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 weigh 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

<table>
<thead>
<tr>
<th></th>
<th>Min</th>
<th>Max</th>
</tr>
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<tbody>
<tr>
<td>Mast length</td>
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<td>6000mm</td>
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</tbody>
</table>

(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

<table>
<thead>
<tr>
<th>Internal length of the wishbone boom excluding attachments</th>
<th>Min</th>
<th>Max</th>
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</thead>
<tbody>
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<td>3000mm</td>
<td></td>
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</table>

(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

<table>
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<tr>
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<tr>
<td>Woman</td>
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<td></td>
</tr>
<tr>
<td>Youths</td>
<td>8.5 m²</td>
<td></td>
</tr>
</tbody>
</table>
(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

<table>
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<th>Maximum</th>
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<tr>
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