



International WASZP Class Association

WASZP Rule 42 Guidance and Interpretation

The class rule amendments to RRS 42 aim to allow early foiling in the WASZP class. It is important that the rule is controlled to protect the boats, keep the racing fair, and keep the class accessible to sailors of all ages and abilities.

This guidance should be read in context with all parts of RRS 42 and the World Sailing [‘Interpretations of Rule 42, Propulsion’](#).

Sailors can view a basic pumping video tutorial [here](#).

The rule

Note: This rule changes RRS 42.3(C)(2). All other elements of RRS 42 still apply.

C.1.1 RRS 42.3(C)(2) is amended to read:

"to initiate foiling:

- (i) the sail may be pulled in any number of times; and/or
- (ii) repetitive body movements may be used providing the crew is fully positioned within the wing frame and is not in direct contact with any part of the rig other than the mainsheet."

C.1.2 These actions shall not be used to gain an advantage other than to initiate foiling.

Interpretation

In this section:

- **Yellow light** area is a phrase used when it is not clear that an action is prohibited. It is unlikely that a boat in the yellow light area would be penalized, but it is possible. If the action is repeated, the likelihood of a penalty will rapidly increase.
- **Red light** area means a boat has broken the rule and should be penalised.

When can I pump?



You can pump at any time to initiate foiling providing foiling is possible. If you pump when foiling is clearly not possible, you go directly to the 'red light' area. If you pump when you are already foiling, you go directly to the 'red light' area.

What counts as 'within the wingframe'?

This part of the rule exists because pumping outside of the wingframe can bend or break the wingbars.

Within the wing frame means that no part of your body (excluding a hand on the wingbar to stabilise) can cross an imaginary line parallel to the lower mast from the outer most point of the wingframe. If the boat heels to windward, the imaginary line heels with it. If the boat heels to leeward, the imaginary line is directly vertical – see image below. *Note: if the boat is heeled to leeward, it is very unlikely to foil.*

If you are seated on or outside of the wingbar and you pump, you go directly to the 'red light' area. If you are seated inside the wingbar and a part of your body extends beyond the wingframe, you enter the 'yellow light' area. Repeated body pumping outside the wingframe is in the 'red light' area.



What is foiling?

Foiling is when the entire hull is clear of the water. If part of the hull is touching the water, you are not foiling.

What if foiling is not possible?

You must not pump.

For example, if there is 5 knots of wind (so foiling is impossible) and you pump, you go directly to the 'red light' area; or, if you are sheeted in hard on a close-hauled course and pump without bearing away at all, you go directly to the 'red light' area.



Foiling may be possible for some boats but not for others. This can be caused, for example, by local gusts. Also, lighter crews may be able foil when heavier crews cannot.

How long do I have to initiate foiling?

From the first pump, you have 5 seconds to foil. If you are not foiling after 5 seconds, you must stop or you go directly to the 'red light' area. If after 5 seconds, your hull is just clearing the water, you are allowed an extra 2 seconds to get the boat to full height. Once the boat is at full height, regardless of time, you must stop pumping.

What happens if I pump but do not initiate foiling and gain a tactical advantage?

You have broken class rule C.1.2. Examples of this include: if your pumping gains or breaks an overlap before entering the zone; pumping off the start line to get bow-forward of the rest of your competitors; pumping just before the finishing line to gain (or not lose) a position. In these instances, you go directly to the 'red light' area.

If I pump but do not initiate foiling and do not gain a tactical advantage, can I try again?

If you pump but do not initiate foiling, you enter the 'yellow light' area. Try and fail again and you go to the 'red light' area. Repeated failed attempts are prohibited. Something significant should change before making another attempt – for example, a significant change of course or change in wind.

Can I pump standing up?

Yes, providing you do not touch the boom, mast or sail. If you stand up, pump and touch any part of the rig, you go directly to the 'red light' area, regardless of whether it was deliberate or not.

Comments from the judges

- 1. It is very easy to see if you are inside the wing frame from almost any angle!**

From behind, it is obvious. From the windward side, if you are sitting on or outside the wingbar, the straight line of the wingbar is interrupted as in the picture below. You can also get a similar appreciation of this from the leeward side.



2. It is very common for people to pump on the exits of gybes.

If you slow down in the gybe and feel you are going to drop off the foils, you cannot pump until a part of your hull touches the water. Pumping on the exit of the gybe can be very obvious.

3. Sheet pumping is not allowed unless you are attempting to initiate foiling.

We know that the WASZP requires a large amount of aggressive mainsheet trimming to keep the boat stable when foiling. Our approach on sheet pumping is to penalise a sailor when we are certain that the sailor is pumping the sheet to propel the boat. This happens most often in marginal conditions and as people slow down on the foils and attempt to pump the sail to keep flying, which is prohibited.

4. The other elements of RRS 42 are still relevant to a WASZP

In low-riding conditions, rocking is common. We understand that the WASZP is difficult to keep stable in low-riding mode, especially downwind. However, it is still possible to gain an unfair advantage from rocking. If we see a boat rocking, she will be penalised. Sailors should also note that heeling the WASZP in low-riding mode induces very little turn in comparison to conventional boats. In many cases sailors heel the boat to turn, but the boat is heeled and flattened with no course change, which is a penalty. Sailors should be sure they are changing course before flattening off heel when turning with this technique.

Although much less prevalent than in conventional classes, sculling is still relevant to the WASZP and a sailor would be penalised if they scull and are not protected by the exceptions given in R42.