



WASZP Class Rules: Rationale

*The purpose of this document is to explain why some of the class rules exist.
This document does not contain any class rule and no part is binding.*

Pumping:

The pumping rule has changed several times since its inception. The rule is primarily in place to balance the benefits of early foiling against undue strain applied to the boat through aggressive body movements. Consideration is also given to avoiding races being dominated by unrestricted pumping in marginal foiling conditions.

Historic rule changes have been in response to sailors developing and refining new pumping techniques. As sailors get better, fitter and stronger, the forces that can be exerted on the boat increase and the balance of the rule shifts.

As an example, in the early days, seated pumping was the norm and to protect the boat, you simply had to stay inside the wing frame when body pumping. Kneeling pumping swiftly developed and standing pumping followed, which puts a huge amount of strain on the wing frame, particularly for the larger sailor. Initially, standing pumping was legal because the sailor was 'inside the wing frame'. It was only legal because nobody had attempted it, so the rule did not address it. Early adopters of standing pumping relied on the boom to balance, so the rule was amended to eliminate that technique by prohibiting contact with the rig. Sailors adapted once again and refined the technique to a point where they could stand and pump simply by balancing without the need to hold anything; so, to prevent unnecessary breakages the rule had to shift again.

Everybody wants to foil earlier, but understanding the need to prohibit movements that exert excessive loads on the boat adds crucial context to the drafting of the pumping rule and guidance.

Further guidance on pumping in the WASZP is available at racehub.waszp.com/rules. This has been developed with leading judges to give sailors more clarity on permitted actions.

Sail numbers:

The requirement for legible sail numbers is crucial. Recording sail numbers of boats at speed can be difficult, especially on clear or wet sails. The Grand Prix finish, which relies on lap counting and therefore a lot of number recording, is an important part of many WASZP events. The rules, including the banning of digital fonts, ensures numbers are as legible as possible.



Helmets:

Helmets are now mandatory for all sailors when afloat in competition. Sailors are travelling fast, and the racecourse can be busy. Helmets are a very simple and effective way to reduce the risk of serious head injuries.

WASZP strongly encourages all sailors to continue wearing helmets when WASZP sailing outside of competition.

Rigging Guide:

The WASZP Class Rules are closed class rules. Closed class rules require a starting point from which competitors may modify the boat in accordance with the rules. The starting point for the WASZP is the WASZP Rigging Guide. Any rigging iteration within the rigging guide is permitted and any departure from the rigging guide must be explicitly permitted by the class rules.

Foot straps:

Mandating manufacturer-supplied foot straps prevents unnecessary development and cost on a part that has a minimal effect on performance. The sail number cut-off means that as time passes, the proportion of the fleet with the manufacturer-supplied foot straps increases, supporting the one-design principle.

WASZP Logos:

It is important to maintain the WASZP brand presence across the fleet by displaying the WASZP logos as supplied by the manufacturer. Equally, WASZP recognises the importance of the ability for competitors to display personal and sponsor branding. The rules reflect a balance between mandatory WASZP branding and the freedom for competitors to display their own branding.

Bending the Wand Axle:

The wand's position in the water affects tripping ventilation of the foils, particularly in cold water. The rules allow the wand to be bent away from the centreline of the boat to reduce the likelihood of ventilation. Since the introduction of the V2 rudder, ventilation is now rare.

Flags:

Sails with national flags are far more visually appealing than sails with national letters. To improve the class media output and encourage more outstanding visuals, national flags will become mandatory at major events from 2028.



Foil cleaning:

Cleaning of foils has always been permitted. According to the Equipment Rules of Sailing, cleaning is defined as “The application and subsequent removal of detergents or similar agents, the purpose of which is to remove residue on the surface.”

WARNING: strong alkaline or acid products labelled as ‘cleaners’ may remove the anodizing from the foils; and strong solvents may dissolve plastic foil tips. Application of a product that removes or dissolves surface material is outside of the definition of cleaning so therefore illegal. Removal of anodizing will also significantly compromise the longevity of the foils.

Rudder screw:

The screw system on the V2 rudder replaces the original spring pin system. The screw system is a more secure fitting that eliminates the risk of the horizontal section detaching from the vertical section when afloat. The rules mandate the use of the screw system to ensure all rudders are properly secured and are of the same design.

Wand length and limitations:

Wands may now be shortened to cater for damaged paddles and snapped wand shafts. The conditions where a shorter wand performs better than a longer wand are rare. To avoid sailors having multiple wands for different conditions, the rules now limit the number of wands permitted for use at an event to one.

Work is underway on a class-legal adjustable wand. Further updates will come from KA Sail on the development of that product.

The rule has been changed to allow people with damaged or broken wands to continue racing. The class is prepared to tighten the rule back up if wand length manipulation becomes a significant tuning topic.

Age limits:

To provide clarity on the WASZP pathway and channel sailors to a rig that suits their size and weight, age limits have been introduced in the rules. The introduction of the 7.5 sail has bridged the previous gap between the 6.9 and 8.2 sails, allowing more sailors to find a set-up that suits them. Alongside the rules, the WASZP Age and Rig policy outlines the main prize categories across the rigs, supporting progression in the WASZP pathway.