



CLASS RULES

INTRODUCTION

The object of the R300 Class is to establish a Class as one in which many different types of production windsurfers, which are already available internationally, can compete.

They are classified as Raceboard's, but as "hybrid" designs they are shorter than the traditional longboards and have been found to be incompatible when competing against modern longboards.

Furthermore, it was decided that costs must be kept to a minimum, that any R300 equipment should be inexpensive, durable, easy to use (and transport) and readily available.

R300 hulls are manufactured controlled and shall only be manufactured by ISAF registered manufacturers for the International Raceboard Class.

*Raceboard hulls may, after having left the manufacturer, only be altered to the extent permitted in Section B of these **Class Rules**.*

*Equipment must meet certain design criteria before being accepted on an **Approved List**.*

Booms shall be made of aluminium (not carbon); mast shall have a limited carbon content (80%); the maximum sail size shall be 8.5sqm with a maximum of 8 battens and 3 camber inducers.

*Rules regulating the use of equipment during a race or event are contained in Section B of these **Class Rules**.*

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

PLEASE REMEMBER:

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

PART I – ADMINISTRATION

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 IWA International Windsurfing Association
- IRC International Raceboard Class Association
- NCA National (Raceboard) Class Association

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is the IWA, 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 IWA, IRC, or its delegated representatives.

A.4 ADMINISTRATION OF THE CLASS

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

A.5 CLASS RULES INTERPRETATIONS

- A.5.1 Interpretation of **Class Rules** shall be made by the IWA in consultation with IRC.

A.6 LICENSED MANUFACTURERS

- A.6.1 No board shall compete in R300 events unless it is a series production board included in the Raceboard Production Board list. Boards shall display the official ISAF logo as applied by the manufacturer.

A.7 APPROVED LISTS

- A.7.1 IRC shall publish a list of hulls (boards including centreboards), sails, masts, booms, and fins that may be used in R300 events.

A.8 SAIL NUMBERS

- A.8.1 Sail numbers shall be issued nationally by the IRC recognized NCA (i.e. each country issues its own numbers).

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 B shall prevail.

The rules in Part II are defined as **closed class rules** – where anything not specifically permitted by the **class rules** is prohibited.

Section B – Conditions for Racing

B.1 GENERAL

B.1.1 LIMITATIONS

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

B.2 CREW

B.2.1 LIMITATIONS

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

B.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.

B.3 PERSONAL EQUIPMENT

B.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.

B.3.2 EQUIPMENT WEIGHT

Clothing and equipment, including harness but excluding beverage container, worn or carried by the crew shall not weigh more than 9kg.

B.4 ADVERTISING

B.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with an event Notice of Race and Sailing Instructions.

B.5 HULL

B.5.1 LIMITATIONS

- (a) 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.

- (b) A minimum of four footstraps shall be fitted to the existing inserts using any stainless steel screws and washers.

B.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.
- (d) The **centreboard** cassette may be shimmed.
- (e) The underside of the **hull** may be rubbed down and/or polished.
- (f) 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** gasket.
- (g) The gap between the **centreboard** gasket and the **hull** may be filled and faired. The **centreboard** gasket screw holes may be filled and faired.
- (h) Extra attachment holes may be added to the footstraps. Footstraps may be taped.

B.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 B.5.3 (a).

B.6 HULL APPENDAGES

B.6.1. LIMITATIONS

- (a) During an event a maximum of two **fins** and one **centreboard** 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.
- (b) Only a **centerboard** supplied by the manufacturer of a hull shall be used.
- (c) The **centerboard** shall be carried in the **centerboard** case at all times when *racing*.

B.6.2 MAINTENANCE, MODIFICATIONS and REPAIRS

- (a) The **hull appendages** shall not be altered in any way except as permitted by these **Class Rules**.
- (c) Repairs may be carried out provided they are made in such a way that the original shape, characteristics or function of the original are not affected.

- (d) **Hull appendages** may be lightly sanded and /or polished providing that the essential shape and characteristics of the **hull appendage** are not affected.
- (e) The sides of the **fin** root may be sanded or shimmed to fit the **fin** box. The gap between the **fin** root and the **hull** may be filled and faired.

B.7 RIG

B.7.1 LIMITATIONS

- (a) During an event a maximum of two **masts** and two **booms** may be used, except when an item has been lost or accidentally damaged beyond repair. A replacement may be made only with the same type of item and with the approval of the Race Committee.
- (b) 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.
- (c) The **mast** shall have a quick release system in order to be detached from the **hull**.

B.7.2 MAINTENANCE AND MODIFICATIONS

- (a) 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) The **mast spar** may be lengthened using an aluminium mast extension.
- (c) The **mast spar** extension may be shimmed.
- (d) The **mast** spigot may be shimmed.
- (e) Any uphaul may be fitted.
- (f) Any safety line or device to secure the **rig** to the **hull** may be fitted.
- (g) The downhaul adjustment system is optional.
- (h) The outhaul adjustment system is optional.
- (i) The surface of the **boom spar** grip may be roughened using abrasive material.
- (j) Cleats, pulleys and ropes may be replaced by any of the same characteristics and function
- (k) Any harness lines may be used.
- (l) Cleats and pulleys attached to the **rig** may be removed or replaced in its original position only using items of the same characteristic and function. Rivets may be replaced by rivets, screws or bolts with optional nuts.

B.8 SAILS

B.8.1 LIMITATIONS

- (a) During an event a maximum of two **sails**, each of a different size, may be and used except when a **sail** has been lost or accidentally damaged beyond repair. A replacement shall be made only with a **sail** of the same type and size and with the approval of the Race Committee.
- (b) Only one set of battens per **sail** shall be used during an event.
- (c) When a sail area has to be measured the ISAF Guide To Sail Area Calculation And Measurement shall be used: <http://www.sailing.org/9559.php> in which case a tolerance of 3.2% of the total sail area measured is permitted

B.8.2 IDENTIFICATION

National letters and sail numbers shall comply with requirements specified in an event Notice of Race and Sailing Instructions.

B.8.3 MAINTENANCE AND MODIFICATIONS

- (a) 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) Any transparent self-adhesive mono-film patches may be attached to the **sail** adjacent to the **boom spar**.
- (c) Any lubricant may be used on the camber inducers.
- (d) Battens and camber inducers may be replaced by fittings of the same type and function.

Section C – Hull

C.1 MANUFACTURERS

- (a) The **hull** including foot straps shall be produced by licensed manufacturers listed on the R300 Approved List.

C.2 IDENTIFICATION

- (a) The **hull** shall carry the unique serial number issued by the licensed manufacturer in a legible condition.
- (b) **Hulls** shall display the official ISAF logo as applied by the manufacturer

C.3 MATERAILS, CONSTRUCTION AND DIMENSIONS

- (a) The **hull** shall comply with the registered manufacturer building specifications.

C.4 FITTINGS

- (a) mast track complete
- (b) centreboard cassette
- (c) gasket assembly
- (d) fin box
- (e) foot strap fixing inserts
- (f) foot straps
- (g) air ventilation screw

Section D – Hull Appendages

D.1 MANUFACTURERS

- (a) **Fins** shall be produced only by registered manufacturers listed on the R300 Approved List.

D.2 IDENTIFICATION

- (a) **Fins** and **centreboards** may carry a unique ID number applied by the manufacturer

Section E – Rig

E.1 MANUFACTURERS

- (a) **Masts, mast extensions** and **booms** shall be produced only by registered manufacturers listed on the R300 Approved List.

E.2 IDENTIFICATION

- (a) The top and bottom sections of the mast may carry a serial number applied by the manufacturer.

Section F – Sails

F.1 MANUFACTURERS

- (a) **Sails** and its fittings shall be produced only by registered manufacturers listed on the R300 Approved List.

F.2 IDENTIFICATION

- Insignia, branding, may be applied by the manufacturer.

F.3 FITTINGS

- (a) Battens
- (b) Camber Inducers

Effective: January 2015