

# NEILPRYDE RACING SERIES GENERAL RULES

## 1 GENERAL

### 1.1 NeilPryde Representative (NPR)

A Representative of NeilPryde will be appointed for every event in the Racing Series. The **NPR** shall be the Race Director and be consulted on all matters pertaining to each event.

## 2 DIVISIONS

### 2.1 Gender Divisions

#### 2.1.1 Men

#### 2.1.2 Women

### 2.2 Age Divisions

2.2.1 **Espoir** is less than 22 years old.

2.2.2 **Master** has reached 40 years of age.

2.2.3 A sailor must have reached the minimum age limit in the relevant age division by December 31<sup>st</sup> before the year of competition.

2.2.4 A sailor must not be older than the maximum age limit in the relevant age division by December 31<sup>st</sup> in the year of competition.

### 2.3 Minimums

A minimum of 3 entries is required to constitute a division.

## 3 RACES; TIME LIMITS; TARGET TIMES

### 3.1 GENERAL

3.1.1 There is no maximum number of races that can be scheduled in an event.

3.1.2 A minimum of 1 race shall be completed by a fleet or division to validate an event for that fleet or division.

### 3.2 TIME LIMITS & TARGET TIMES

a) The time limit for the first finisher in a race is 25 minutes.

b) The time limit for the first board in each race to reach the first mark is 10 minutes.

c) A race shall be abandoned if either of these time limits (Art (a) & (b) above) is exceeded and anyway shall not count towards the official results.

d) Racers finishing more than 10 minutes after the first finisher in their respective fleet or division shall be scored DNF except those who are scored DSQ, BFD, RAF, or DNS.

e) The target elapsed time for a race is  $10 > 15$  minutes for the winner.

## 4 DECISION TO RACE

The race shall start at the scheduled time if the wind conditions are deemed suitable by the **NPR**.

## 5 PERSONAL BUOYANCY

5.1 If personal buoyancy is prescribed as mandatory it shall be specified in the Notice of Race.

5.2 Personal buoyancy is mandatory for competitors under 17 years of age.

## 6 EQUIPMENT

Each competitor shall be allocated equipment by the **NPR** – see Appendix A. Competitors may be required to pay a 'damage deposit.'

## 7 SAILING INSTRUCTIONS

7.1 The standard Sailing Instructions as supplied by NeilPryde shall apply.

7.2 The Sailing Instructions shall only be amended with the approval of the **NPR**.

## 8 RACING FORMAT; FLEET SIZES

8.1 '**Pulsar**' – the format is *course racing*: short races with reaching starts.

8.2 **Seeding**. Competitors, within a fleet /division, may be seeded into groups according to their current position in the event overall ranking. Groups for the first race in an event will be by random selection.

8.3 The decision of the **NPR** is final.

## 9 COURSES & COURSE AREAS

9.1 Courses will be as described in these Rules (see Appendix B) or in the event Sailing Instructions.

9.2 The course area in a *course race* is defined as an area extending 75 metres beyond the course including the 'starting line' and the 'finishing line' and its extensions, which would normally be taken by a racer when racing.

9.3 Access to the course area during a race is restricted to racers racing and official boats as defined in the Sailing Instructions.

## 10 PROTESTS

10.1 A protest shall be lodged immediately after finishing a race or after retiring from a race. The **NPR** and/or Protest Committee shall hear the protest immediately.

10.2 The decision is binding on all Parties to the Protest Hearing.

## 11 SAFETY SYSTEMS

The Safety System, if required, shall be as specified in the event Sailing Instructions.

## 12 SCORING

12.1 Scoring shall be according to RRS Windsurfing Competition Rules 2009>2012; except there shall be **no discards**.

12.2 A Race shall consist of one short course round.

## 13 PRIZE MONEY

13.1 There shall be a prize fund for each event as specified in the Event Notice of Race.

13.2 The published prize fund shall be net of taxes.

13.3 The Prize Fund may be allocated according to Appendix C, or as specified in the NoR

*Issued by NeilPryde - April 2012*

## SAIL - OPTIMAL BALANCE BETWEEN PERFORMANCE, PROFILE STABILITY AND DURABILITY

### Features:

- Terrific low end performance from moderate luff curve and pronounced profile.
- Large wind range due to the dynamic compact clew allowing the profile behind the clew to twist off when wind pressure increases, thus controlling excessive power.
- Easy to handle with 2 cams and moderate width mast sleeve.
- Durable with strong cams, heavy-duty two piece tube/rod battens and reinforced critical areas.

SIZE	LUFF	BOOM	BASE	BATTENS	CAMS	IDEAL MAST	CODE
7.8	485cm	222cm	26cm	5	2	RS:One 460	BNPRSONE

With the Dynamic Compact Clew, where the clew is positioned forward from the trailing edge, the profile behind the clew is able to twist off when wind pressure increases. The sail automatically adjusts its shape and thus controls excessive power.



In addition, it also creates an 'S' profile on the batten, effectively pushing the deepest profile point forward, preventing it from moving back while overpowered, or enabling to hold pressure and keep the lower leech tight in light winds and while riding upwind.



## BOARD - FAST, EASY AND DURABLE



### Features:

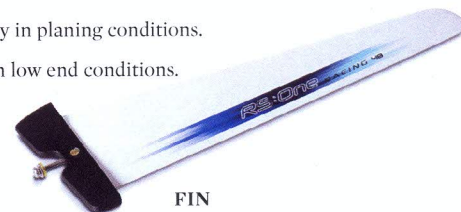
- Outstanding performances in sub-planing conditions with the 63 cm molded-wet lay up dagger-board and ideal volume.
- Rocket performances in planing conditions with 48 cm power box molded wet lay up fin.
- Direct and fast maneuvers from the parallel outline and gentle rails.
- Durable with AST board technology construction, Allgaier daggerbox and simple daggerbox lips.

TECH	VOLUME	LENGTH	WIDTH	WEIGHT(naked)	DAGGER	FIN	CODE
AST	209Liters	300cm	79.5cm	14kg	63cm	48cm	DNPRSONEB

### Features:

- Slalom Racing fin evolution.
- Increased foil to generate power and stability in planing conditions.
- Oversized base for improved performance in low end conditions.
- 48 cm Power Box for easy handling

Product	Code
RS:One Fin Racing 48	DNPRSOF48



## MAST - PROGRESSIVE PERFORMANCE FLEX FOR OPTIMUM DURABILITY

### Features:

- The light weight of 2.0kg to maximize the low end performance and ease of turning.
- Progressive flex allows the sail to twist as dynamically and efficiently as possible.
- Moderate wall thickness for better handling.
- Filament Winding construction process to guarantee strong durability.

### NEILPRYDE'S PROGRESSIVE FLEX

NeilPryde's "Progressive Flex" bend curve maximizes sail performance and twist in two ways:

1. It combines a stiffer bottom section with a lightweight and responsive top section. A stiffer bottom section is required for draft stability and power, while the lightweight and responsive top section provides release in the head of the sail for control.
2. The defined taper of the mast improves its responsiveness and dynamic performance. It does this by progressively flexing depending on the wind strength and the amount of load in the rig.

Simply speaking, as the wind strength increases, a sail will twist and the mast will bend from the top downwards. In light winds, only the top of the sail will twist so maximum power is available to the rider. In stronger winds, the sail twist will extend further down the leech to increase the level of control. The better a mast can progressively react to changes in the winds speed, the better a sail can react giving the rider maximum power, control stability and speed.



Mast	Length / cm	IMCS	Weight	Carbon Content	Code
RS:One 460	460	25	2.2	65%	RMRSONE

## BOOM - THE ULTIMATE STIFF PERFORMANCE ORIENTED ALUMINIUM



### Features:

- Pressure flow forged aluminum head with VT joint lateral locating button prevents side to side movement while allowing articulation and exceptional stiffness.
- Oversized mast cup in glass fiber reinforced injection moulding and monocoque aluminium tail extension for rigidity and strength.
- T6 series alloy arms with high level of heat treatment attained, creating stiffer and stronger arms.
- 30 mm Handgrip diameter for optimum comfort and performance.
- Harness line scale for easy harness lines adjustment.
- Outhaul kit set for instant outhaul trimming while sailing.

Boom / length	Adjust / cm	Arm diameter / mm	Adjustment	RDM	Code
RS:One 200-250	50	30	Twin pin lever	-	RBRSONE

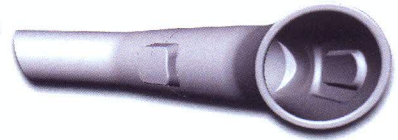
### PRESSURE FLOW FORGING

'Pressure Flow Forging' is an innovative technology that allows for shaping of exceptionally stiff aluminum tubing.

The metal is allowed to 'flow' rather than stretch into shape. Fluid is injected at very high pressure into the aluminum tube that causes it to expand until it matches an external female mold. The process increases the density of the complex shapes that result in the strongest and most rigid aluminum booms on the market.

We also place the boom arms inside the head tube and this results in the outside diameter of the head being increased.

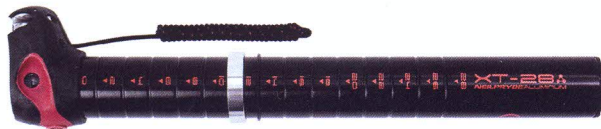
As a final production process, this already high tech piece is heat tempered to create highest stiffness and strength.



## EXTENSION / BASE - ALUMINIUM FOR A HIGH LEVEL OF DURABILITY

### Features:

- Enlarged XT finger print for easy release of buttons in cold water.
- High quality pre-stretched marlow rope.
- Stainless pulleys for less friction and greater durability.
- Rounded bottom edges provide protection to your feet.
- Push pin quick release system for more durability.



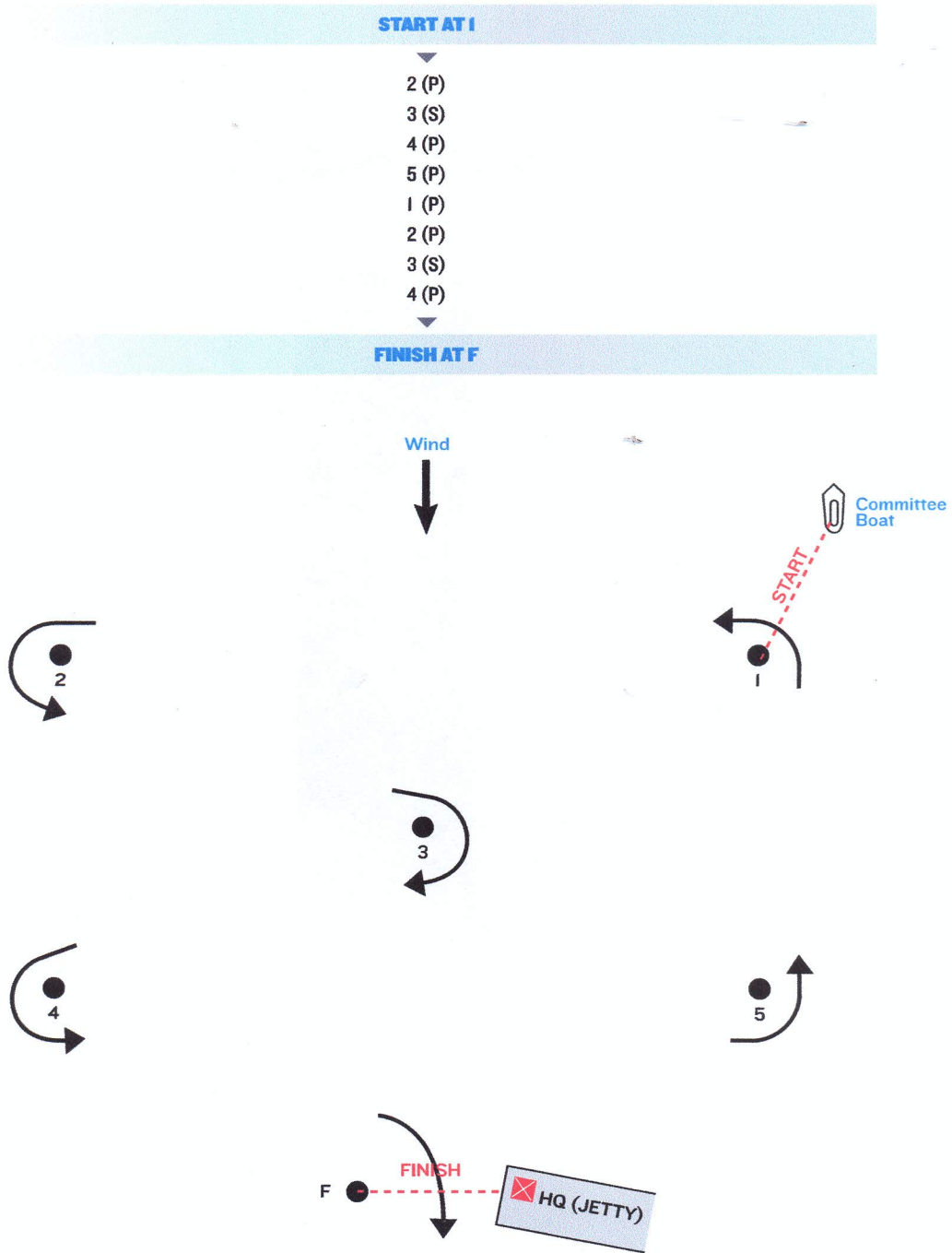
Product	Code
RS:One Extension	REX328

Product	Code
RS:One Base	RPBRSONE



### The Course

The diagram in Appendix B shows the course, approximate position of marks, the order in which marks are to be passed, and the side on which each mark is to be left. The angles between marks and course length may be adjusted to allow the Race Committee to set the best possible course in the prevailing conditions.



Appendix B

## APPENDIX C - NeilPryde Racing Series - PRIZE MONEY

Prize money may be awarded to the top 3 placed competitors in a properly constituted division:

1<sup>st</sup> – 50%    2<sup>nd</sup> – 30%    3<sup>rd</sup> – 20%

The Prize Fund will be split equally between the properly constituted divisions.

Example based upon US\$3,000 Prize Fund

- 1) One valid division -US\$3,000  
1<sup>st</sup> - US\$1500    2<sup>nd</sup> – US\$900    3<sup>rd</sup> – US\$600
  
- 2) Two valid divisions - US\$1500 per division  
1<sup>st</sup> - US\$750    2<sup>nd</sup> – US\$450    3<sup>rd</sup> – US\$300
  
- 3) Three valid divisions -US\$1,000 per division  
1<sup>st</sup> - US\$500    2<sup>nd</sup> – US\$300    3<sup>rd</sup> – US\$200