Effective date: 2026-06-15

WASZP International Class Association

CLASS RULES

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INTRODUCTION

This introduction provides informal background and the WASZP International Class Rules proper begin on the next page.

The WASZP has been created as a strict one-design foiler where the true test when raced is between crews and not boats and equipment.

The fundamental objective of these class rules is to ensure that this concept is maintained. Keeping possible modifications to a minimum helps ensure fair racing across the fleet, helps to reduce the overall cost to the sailor and reduces the amount of time in the workshop. When a sailor buys a WASZP, the boat is instantly competitive without needing additional time or cost. These rules aim to uphold that value so sailors can focus on the best bit of owning a WASZP – sailing it!

The popularity of the WASZP has proven the boat and the concept work. As a result, WASZP sailors are part of the world's most active and friendly sailing community.

WASZP hulls, hull appendages, rigs and sails are manufacturer controlled.

WASZP hulls, hull appendages, rigs and sails shall only be manufactured by a manufacturer licenced by McDougall Creations – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the WASZP Building Specifications.

WASZP hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

The rules have undergone a significant re-structure to align with the World Sailing standard template, in anticipation of the approval of WASZP's application for World Sailing Class Status. Items highlighted mark material changes to the WASZP Class Rules. However, competitors must ensure they comply with all rules in this document.

Items in yellow highlight material changes that came into effect between 1 January 2026 and 1 March 2026.

Items in blue highlight changes that came into effect on 15 June 2026.

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

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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.1.3 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.2 ABBREVIATIONS

A.2.1

WICA	WASZP International Class Association
NCA	WASZP National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
LM	Licensed Manufacturer
TMH	McDougall Creations Pty Ltd; owner and trademark holder
OA	Organising Authority

A.3 AUTHORITIES

A.3.1 The **class rule authority** is WICA.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 WICA is the administrator if the class.

A.5 CLASS RULES CHANGES

A.5.1 RRS 87 applies. WICA's permission may be requested from: technical@waszp.org.

A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to these **class rules** are subject to the WICA constitution.

A.7 CLASS RULES INTERPRETATION

A.7.1 Interpretation of **class rules** shall be made by the WICA Technical Committee.

A.8 BUILDING PLAQUE

A.8.1 Hull numbers shall be issued by the LM. Hull numbers shall be issued in consecutive order starting at 2000.

A.9 SAIL NUMBERS

A.9.1 Sail numbers shall be the hull number issued by the LM.

A.9.2 Sail numbers shall be issued in consecutive order starting at "2000".

A.9.3 Sail numbers shall be affixed to the sail when racing.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

(a) be in compliance with the **class rules**.

(b) have been manufactured by a LM approved by TMH, and not be modified in any way other than permitted by these class rules.

(c) have valid **licenced manufacturer's marks** displayed in the positions as supplied by the LM on the hull, sail and both mast sections.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict, Section C shall prevail.

The rules in Part II are **closed 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

(a) RRS 42.3(c)(2) is changed to read:

(2) to initiate foiling:

(i) the sail may be pulled in any number of times; and/or

(ii) repetitive body movements are permitted if:

a. a knee or the backside is in contact with the wing tramps inside the inner surfaces of the wing frame; and

b. no part of the body below the waist extends outboard of the inner surfaces of the wing frame.

(iii) these actions shall not be used to gain advantage other than to initiate foiling.

(3) to consolidate foiling immediately after completing a tack or gybe, the sail may be pulled in up to three times.

(b) RRS Appendix G is changed as per Class Rule C.10.4(d)

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of 1 person.

(b) For Tier 1 and Tier 2 events:

(1) the 8.2 rig may only be used if the age of the **crew** is 15 or over before or on 31st December of the year of the event.

(2) the 7.5 rig may only be used if the age of the **crew** is 14 or over before or on 31st December of the year of the event.

(3) the 6.9 rig may only be used if the age of the **crew** is 12 or over and under 19 on 31st December of the year of the event.

(4) the WASZP_X rig may only be used if the age of the **crew** is under 16 on 31st December of the year of the event.

C.2.2 MEMBERSHIP

(a) The **crew** shall be a member of their NCA. If they have no NCA, then the crew shall be an individual member of WICA.

(b) Where a competitor is not resident in the country of the event, they need only be a member of their home NCA or be an individual member of WICA.

C.3 ADVERTISING

C.3.1 LIMITATIONS

(a) Advertising shall not be positioned within 60mm of any part of the WASZP logo on either side of the bow, the WASZP insignia on either side of the stern, the WASZP logo on the sail, or the KA Sail sailmaker mark on the sail.

(b) All available space above the WASZP bow logos on both sides and forward of the bulkhead is reserved for the OA for event advertising. The OA may require competitors to remove items in this area to make way for event stickers.

(c) Advertising shall not be placed:

(1) on any clear section of the sail below the second bottom batten.

(2) anywhere on the panels designated for sail numbers, national letters or flag, WASZP insignia or division colour panel.

C.3.2 WASZP INSIGNIA AND LOGO

(a) The following shall be displayed in the dimensions and position as supplied by the LM:

(1) On the sail:

(i) the WASZP insignia.

(ii) the WASZP logo, including black background and colour borders.

(iii) the KA Sail logo.

(iv) if supplied, the WASZP logo on the mast sleeve.

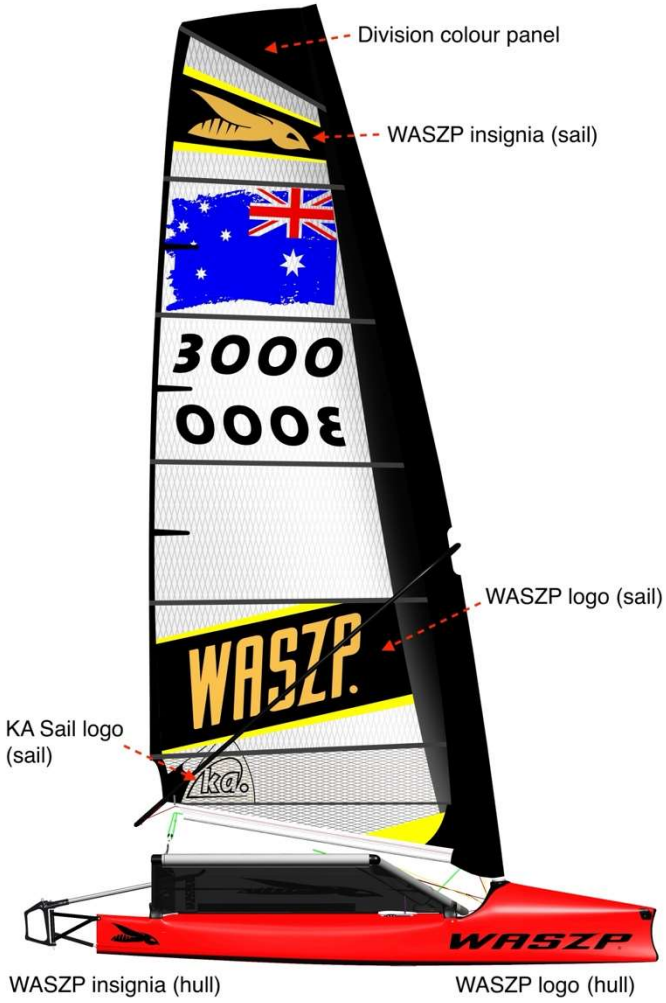
(v) the division colour panel at the head of the sail.

(2) On the hull:

(i) the WASZP insignia at the stern.

(ii) the WASZP logo at the bow.

(b) Either the WASZP logos on the hull or the WASZP logos on the sail may be removed and replaced with competitor's advertising of a similar size.



C.4. PERSONAL EQUIPMENT

C.4.1 MANDATORY

At all times when afloat except briefly while changing or adjusting clothing, the **crew** shall:

(a) wear a **personal floatation device** to the minimum standard ISO 12402-5, USCG Type III, AS 4758 Level 50 or equivalent.

(b) wear a helmet to the minimum standard of EN 1385, EN1077, EN966, ASTM 2040 or Snell S98, secured properly.

(c) carry a whistle securely attached.

C.4.2 WEIGHT

(a) A competitor's clothing and equipment, including any mandatory or optional equipment, carried on their person, shall not weigh more than 8 kilograms.

C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

(a) FOR USE

(1) Battery operated single or multi-function devices (including GPS-based) and mount. Other than satellite positioning signals, electronic devices shall not receive information from outside of the boat. Electronic devices and mounts fixed to the boat shall be **fastened** to the LM-supplied GPS mount base ring. Rope or bungy may be added to a device and mount to deflect control lines.

(2) Non-electronic wind indicators.

(3) Spare parts and tools.

(4) Camera/video recording equipment and mount(s). No part of a camera or mount shall extend forward of the bow or outboard of the outer wing bars when the boat is upright (excluding cameras attached to the crew such as headcams and chest cams). No part of a camera or mount shall extend further than 200mm aft of the trailing edge of the rear foil vertical section.

C.6 BOAT

C.6.1 MODIFICATIONS

(a) Any **fitting** may be replaced like for like or by the current version of LM-supplied fitting; except that:

(1) any cleat including integrated fairlead may be replaced with a cleat of any material and of substantially the same size, weight and design.

(2) any block may be replaced with a block of similar weight or greater weight and diameter.

(3) the GPS mount assembly may be replaced with an alternative design (see also C.5.1(a)(1) for attachment restrictions).

(b) Shackles supplied by the LM may be replaced with any shackle, soft shackle, hook, clip or rope.

(c) Ropes may be replaced with rope of any length, diameter and taper.

(d) Other than custom-designed fasteners provided by the LM, fasteners may be replaced, providing the replacement is not lighter than the LM-

supplied fastener. Where a repair requires a larger fastener, the associated fitting may be modified to accommodate the larger fastener.

(e) Trim marks may be added provided they do not affect the performance or operation of the part and do not affect the visibility or legibility of any **licenced manufacturer's mark**, sail number or national identifier.

(f) The use of flexible adhesive tape is permitted:

(1) to secure parts that may detach from the **boat,**

(2) protect items against damage and wear,

(3) prevent water ingress into the hull shell, and/or

(4) for **repair**

providing that it does not pack gaps between components unless specifically permitted; or improve aerodynamic, hydrodynamic or mechanical efficiency of any part.

(g) Handles of any style on control lines are permitted.

(h) For ease of assembly, any pin hole may be enlarged. This does not apply to the hole in the mast foot.

C.6.2 MAINTENANCE

(a) **Lubricating** any block or cleat is permitted.

C.6.3 LIMITATIONS

(a) Only one **hull**, wand, **foil** set, **spar** set and **sail** shall be used during an event, except when lost or damaged beyond repair.

(b) Where a class rule limits the number of parts of the **boat** that may be used during an event and a part is lost or damaged beyond **repair**, the use of the replacement part is subject to the approval of the technical committee, or if there is no technical committee, the race committee. Approval may be granted retrospectively where time is of the essence for the boat to race.

(c) Replacement of the **hull** (including wing frame), **mast**, **sail**, **boom**, **hull appendage(s)** (foils), gantry, wing tramps, rudder box or tiller assembly shall only be:

(1) made on land at the event venue or location(s) designated in the sailing instructions; or

(2) from stock available to all competitors held on vessels controlled by the OA.

C.7 HULL

C.7.1 MODIFICATIONS

(a) The hull shell may be wrapped in vinyl providing all **licenced manufacturer's marks** are clearly displayed.

(b) WASZP insignia(s) and/or logo(s) supplied by the LM may be replaced, providing they are the same size and shape and in the same position as those supplied by the LM and are clearly visible against the background colour.

(c) Tape may be applied to the inside of the front foil case insert(s) providing the front foil can be easily retracted.

(d) **Sanding** of the front foil case insert(s) is permitted to remove imperfections that restrict movement of the foil.

(e) Tape may be applied to the gantry bushing to tighten the fit in the gantry.

(f) Foot straps:

(1) Ropes may be added to fix foot straps in position.

(2) A spacer may be positioned beneath the ends of the foot straps.

(3) Boats with hull number 3474 or lower may use foot straps that are not supplied by the LM providing they are of similar function and material to the latest LM-supplied version.

(g) Wing Frame and Wing Tramps:

(1) Holes may be cut in the Wing Tramps to allow the foot straps to be attached in a different position along the front or rear wing bar.

(2) The foot strap restrictor webbing on the Wing Tramps may be cut or removed.

(3) The front and rear ends of Outer Wing Bars may be wrapped with any material for strengthening within 30mm of the ends.

(4) Wing Tramps may be modified to match the latest version supplied by the LM.

(h) Flight control system:

(1) The wand may be shortened.

(2) The push and pull rods may be shortened.

(3) The push rod may be bent for better alignment.

(4) The reversing lever may be bent for better alignment.

(5) The reversing lever axle bolt diameter may be increased to the equivalent of the largest diameter supplied by the LM.

(6) Bungy and/or rope may be added to the wand and attached to a **fitting bonded** to the hull no further aft than 500mm from the bow.

The system shall not be configured to allow adjustment by the sailor from further aft than the attachment point. The fitting may be replaced by a fitting of similar size and function to the LM-supplied fitting.

(7) The wand axle elbow may be bent to change the distance of the wand from the side of the boat (fig.1), but not to change the gearing screw angle to the wand in side view (fig.2).

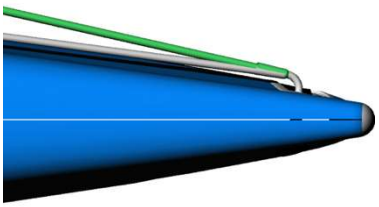


Figure 1

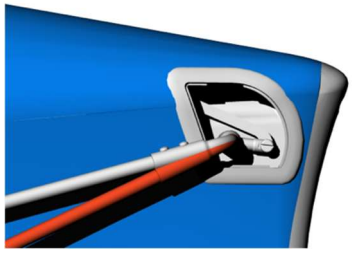


Figure 2

(8) The “bungy” system used to tension the wand may consist of any combination of bungy, rope, one block within 50mm of the hull centreline, one low-friction turning point within 50mm of the hull centreline, one low-friction ring lashed to the front of a foot strap, and one floating in-line cleat. No part of the system may be fixed outboard of the foot straps.

(9) Any LM-supplied version of the ride height adjuster barrel may be used.

(10) The surface of the ride height adjuster barrel may be roughened to increase friction.

(11) **Lubricating** any part of the flight control system from the wand to the front foil bell crank is permitted.

(12) Holes in plastic parts of the flight control system may be enlarged to reduce friction.

(i) Control Lines

(1) The mainsheet ratchet block may be replaced with a block of any size.

(2) A wedge may be used to change the angle of the outhaul cleat.

(3) The rear bridle rope may be removed.

(j) Bung hole

(1) A hole may be drilled and tapped in the starboard quarter to accommodate a bung no larger than 5/16" (8mm). The hole shall be positioned in accordance with figure 3.

Figure 3



C.7.2 MAINTENANCE

(a) **Cleaning** and **polishing** is permitted.

(b) **Coating** the gantry is permitted.

C.7.3 REPAIR

(a) **Repair** is permitted.

C.7.4 LIMITATIONS

(a) Wing Bars (this may be modified by an event's Notice of Race or Sailing Instructions):

(1) **Boats** using the WASZP_X rig shall use the curved wing bars.

(2) **Boats** using the 6.9 rig may use either the curved or straight wing bars.

(3) **Boats** using a rig larger than the 6.9 shall use the straight wing bars.

(4) When using the curved wing bars, the front wing support blocks shall be the high version and the rear wing support blocks shall be the low version. The front wing bar shall curve downwards from the hull shell and rear wing bar shall curve upwards from the hull shell.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS

(a) Foils:

(1) Bonding the vertical section to the horizontal section of the front foil and V1 rear foil is permitted providing no fairing is added to the join.

(2) Bonding the bulb to the horizontal section of the V2 rear foil is permitted providing no fairing is added to the join.

(3) **Lubricating** the hinge between the front horizontal and the flap is permitted.

(4) Gaps of up to 2mm between a plastic foil tip and the alloy extrusion may be filled.

(5) Gaps of up to 2mm between the vertical section and the horizontal section of the front foil and V1 rear foil may be filled.

(6) The front vertical foil push rod may be shortened.

(7) Tape or removable shims may be applied to the vertical surfaces of the bulb insert of the V2 rear foil.

(8) Tape may be applied to improve the fit between the V2 rudder and the rudder box inserts, providing the foil can be easily retracted.

(9) Tape may be applied to the front foil to improve the fit in the foil case, providing the foil can be easily retracted.

(10) The V1 or V2 rudder may be used.

(11) The front foil connector vertical plug (tenon) may be shortened.

(12) The Teflon tube in the front foil vertical may be replaced with a tube of any material.

(b) Tiller and Rudder Box

(1) When using the V1 rudder, the rudder box may be packed with any material.

(2) To improve its fit in the rudder box, the tiller may be packed with any material.

(3) The tiller extension and tiller extension flexible joint may be shortened.

(4) The rudder pull down line, bungy, cleat and block may be removed.

C.8.2 MAINTENANCE

(a) **Cleaning** is permitted. Use of any product on aluminium sections that dissolves anodizing (aluminium oxide), or any product on plastic tips that dissolves ABS plastic, is prohibited.

C.8.3 REPAIR

(a) Filling dents in an aluminium section of a foil is permitted providing the total repaired area of the foil section is less than 20 square centimetres.

(b) **Sanding** is permitted within 5mm of the original leading and trailing edges of foil tips to remove moulding flashing or smooth damage. **Sanding** shall not change the profile with the intent or effect of improving performance.

C.8.4 LIMITATIONS

(a) The V2 rudder box inserts shall be used with the V2 rudder.

(b) When using the V2 rudder, the LM-supplied screw fitting to secure the vertical to the horizontal shall be used.

(c) The 820mm (alloy length) front horizontal foil shall be used.

C.9 RIG

C.9.1 MODIFICATIONS

(a) Boom:

(1) The Boom attachment rope on the mast may:

(i) be replaced with any rope of any length;

(ii) be secured in position by tape.

(2) More than one boom attachment rope may be used.

(3) The boom and therefore boom front hook may be used either way up.

(4) Booms with 18 length adjustment holes per side may have two extra length adjustment holes drilled each side to extend the maximum length to be the same as the later booms.

(b) Rigging:

(1) The double blocks on the sail clew and boom end may be replaced with triple blocks.

(2) Rope may be tied from the mast to either the tack ring or front mainsheet block.

(3) Ropes may be added:

(i) from the front mainsheet block to the tack ring;

(ii) from the rear mainsheet block to the clew ring or outhaul block.

C.9.2 MAINTENANCE

(a) **Cleaning** is permitted.

(b) **Coating** is permitted on the mast to restore wear caused by camber inducers.

C.9.3 REPAIR

(a) **Repair**, excluding **polishing**, is permitted.

C.10 SAILS

C.10.1 MODIFICATIONS

(a) Self-adhesive tell tales are permitted.

(b) Any number of LM-supplied cam spacers may be used.

(c) Sails may be modified to match the latest model of sail released by the LM.

C.10.2 REPAIR

(a) **Repair** is permitted.

C.10.3 LIMITATIONS

(a) Battens shall be inserted in the sail with tapered end forward.

C.10.4 SAIL IDENTIFICATION

(a) Competitors scored in the top 10 overall at the previous edition of the WASZP Games:

(1) in the 8.2 division may replace their sail number with their finishing position in that division.

(2) in the 7.5 women's division may replace their sail number with zero, followed by their finishing position in that division.

(b) A competitor may use the sail number of a boat not entered in the event. If more than one competitor enters using the same sail number, it shall be allocated to the competitor who proves ownership of that boat. If ownership cannot be determined, the sail number shall be allocated by lot.

(c) Before 1 January 2028, national flags or national letters are mandatory at Tier 1 and 2 events. From 1 January 2028, national flags are mandatory at Tier 1 and 2 events.

(d) Sail numbers and letters shall be:

(1) in capital letters and Arabic numerals

(2) of the same colour

(3) of a sans serif typeface

(4) not of digital font (characters derived from a rectangular 8)

In addition, the letters and numbers identifying the boat shall be clearly legible when the sail is set.

(e) Sail numbers shall be positioned between the third and fourth batten from the top and national flags or national letters shall be positioned between the second and third batten from the top.

(f) On clear sails, numbers and letters:

(1) on the starboard side shall be placed in the upper half of the designated panel; and on the port side shall be placed in the lower half of the designated panel.

(2) shall be a dark colour, contrasting to white.

(g) On black sails, numbers and letters:

(1) may be placed anywhere in their designated panel.

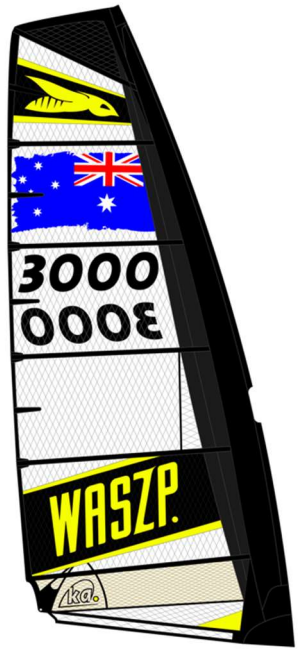
(2) shall be white.

(h) Number and letter sizing and spacing for each sail size is displayed below. An equipment inspector may accept smaller gaps if legibility is not compromised:

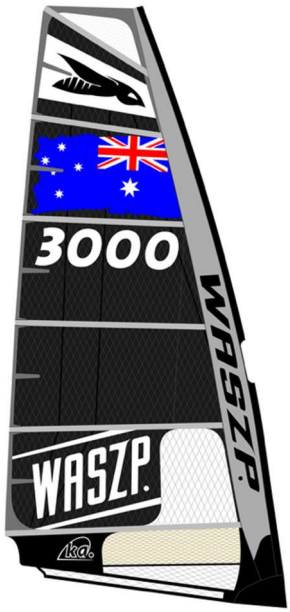
	Sail size			
	5.8	**6.9**	**7.5**	**8.2**
Minimum height	230mm	230mm	250mm	250mm
Minimum thickness	30mm	30mm	45mm	45mm
Minimum spacing: • between characters on the same line • from the forward edge of the leech tape • from the forward edge of the laminated film • from a **batten pocket**	45mm			
Minimum spacing between starboard and port characters (clear sail only)	-	45mm	-	45mm

(i) National flags shall fill at least 80% of the X-ply panel on clear sails, and 50% of the X-ply panel on black sails, between the second and third batten. On black sails, national flags shall be applied to both sides of the sail.

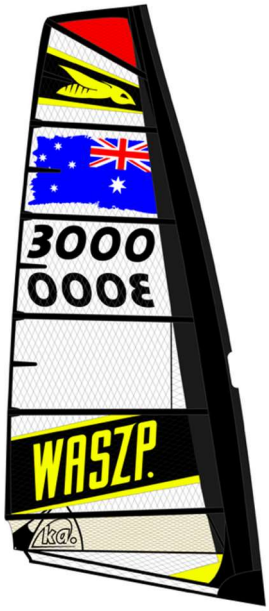
8.2 Sail



7.5 Sail



6.9 Sail



WASZP X Sail



Section D – Hull

D.1 GENERALS

All parts of the **hull** and its associated fittings are to be produced by LMs unless specified otherwise in C.7.1.

D.2 PARTS

(a) **Hull**

(b) Wing Frame

(c) Wing Tramps

(d) Gantry

D.3 IDENTIFICATION

(a) The **hull** shall carry the **Licensed Manufacturer's Mark**, serial number permanently placed by the LM on the transom.

Section E – Hull Appendages

E. 1 GENERAL

All parts of the **hull appendages** and their associated fittings are to be produced by LMs unless specified otherwise in C.8.1.

E.2 PARTS

(a) Rudder – vertical and horizontal sections

(b) Front foil – vertical and horizontal sections

(c) Rudder box and tiller assembly

Section F – Rig

F.1 GENERAL

All parts of the **rig** and its associated fittings are to be produced by LMs unless specified otherwise in C.9.1.

F.2 PARTS

(a) Mast

(b) Boom

F.3 IDENTIFICATION

(a) The **mast** shall carry the **Licensed Manufacturer's Mark**, permanently placed by the LM on both sections.

Section G – Sails

G.1 GENERAL

All parts of the **sail** and its associated fittings are to be produced by LMs unless specified otherwise in C.10.1.

G.2 PARTS

(a) 8.2 sail (identified by a black triangle at the head)

(b) 7.5 sail (identified by a white triangle at the head)

(c) 6.9 sail (identified by a red triangle at the head)

(d) WASZP_X sail (identified by a yellow triangle at the head)

(e) Battens and tensioners

(f) Camber inducers

(g) Cam Spacers

G.3 IDENTIFICATION

(a) The **sail** shall carry the serial number and **Licensed Manufacturer's Mark** placed by the LM.