Standardisation and Replacement Procedures for Organiser Supplied WASZPs

Framework, organiser checklist and sample race document provisions

This paper helps organisers standardise supplied WASZPs, control competitor adjustments and manage equipment failure and replacement boats. The framework and checklist inform the sample Notice of Race and Sailing Instructions provisions, which must be adapted and completed for each event.

1. Framework

Before the event, organisers should specify which equipment they will supply and which items competitors must bring.

Boats should be as equal as possible so that racing reflects sailors' skill, changeovers are straightforward and time on the water is maximised.

Consistent setup helps sailors sharing a boat or moving to a replacement boat after damage. Sailors changing boats should experience minimal differences in performance.

1.1 Standard boat setup

Standardise and check the boats before allocation. Competitors should perform as many tasks in this process as possible / practical. The organising authority or its technical lead should approve the common configuration. After allocation, competitors may adjust only items permitted by the event rules.

The organisers or their appointed technical lead should determine the standard setup, considering:

- Control-line routing and the use of handles.
- Sizes of blocks attached to the boat platform, excluding blocks on any sailor-supplied sails.
- Wand bungee and elastic arrangements.
- Mainsheet bridle setup and length.
- Tiller-extension length and grip.
- Footstrap routing and tensioning mechanisms.
- Control-system linkages from wand to flap, including consistent friction levels (assessed using the "wand drop test").

1.2 Boat sharing and allocation

Where competitors share boats, establish pairings before the boat draw. Pairing by country or similar weight, working from lightest to heaviest, may reduce gantry adjustments. The table below illustrates a weight-based pairing method; it is an example, not a required allocation rule.

Female Sailor	Weight (kg)	Male Sailor	Weight (kg)	Weight difference	Variance from average difference
A	60.0	J	70.0	10.0	**-1.3**
B	60.0	K	73.0	13.0	**1.8**
C	62.0	L	73.0	11.0	**-0.3**
D	62.0	M	74.0	12.0	**0.8**
E	65.0	N	75.0	10.0	**-1.3**
F	65.0	O	76.0	11.0	**-0.3**
G	67.0	P	79.0	12.0	**0.8**
H	69.0	Q	80.0	11.0	**-0.3**
			Average weight difference	11.25	

Sailors with same declared weight are ordered alphabetically by first name

Each pair or group should agree its shared setup before racing. The event rules should identify any shared setup items that may be changed between competitors. A competitor transferred to another boat may need additional setup time.

Discuss the arrangements with competitors before racing. Resolve materially different preferences in advance and publish any permitted flexibility.

Set a clear changeover period and its starting point if time is limited. Specify separately whether competitors using unshared boats may alter shared setup items.

1.3 Adjustment categories

Publish the permitted adjustments and any changeover limit before racing. Use the following categories as a starting point and resolve any overlap between the standard setup and sailor adjustments.

Fixed items

- Footstrap lateral position
- Wand nut tension
- Reversing lever nut tension
- Pushrod length

Shared setup items

- Footstrap tension
- Gantry position
- Rudder elastic system and tension
- Degree of airbag inflation
- Mainsheet bridle length

Sailor-adjustable items

- Normal control lines and ride-height control
- Sail setup, including outhaul tie-off, batten tension and competitor-fitted mast loops
- Main foil pin position
- Wand elastic and bungee, within the permitted common arrangement
- Ride-height adjuster

1.4 Equipment failure and replacement boats

Before racing, publish the equipment-failure and replacement-boat procedure in the Sailing Instructions. Identify who assesses eligibility, who authorises a transfer, and how and when a competitor reports a failure.

Limit replacement eligibility to failure of organiser-supplied equipment that was not caused by the competitor. Exclude competitor-supplied or competitor-fitted equipment, including sails and mast loops, and competitor-caused damage. State separately how damage and any financial responsibility will be assessed.

If a replacement boat is scarce, use the current ranking to decide the first transfer; an eligible higher-ranked competitor may use the boat of the lowest-ranked competitor, who sits out that race. After the race, the competitor who sat out gets their boat back. If the shortage continues, the last-placed competitor in that race sits out the next race.

Establish and publish the basis for the first allocation and the subsequent rotation:

- Before competition or for a failure in the first race of the event: use the finishing order of a specified practice race, or an opening non-scoring race, to establish the initial ranking.
- Subsequently: update the latest race-by-race event standings. If unavailable, use a stated checkpoint such as the end of each racing session.
- After each affected race, a borrowed boat returns to the competitor who sat out. If the failed boat remains unavailable, the last-placed competitor in that race sits out the next race. Repeat this rotation after each race until the shortage ends.

2. Organiser tasks and decisions

2.1 Confirm the equipment model

- In the NOR, specify the organiser-supplied equipment and what competitors must bring.

2.2 Standardise and check the boats

- Appoint the lead responsible for boat standardisation.
- Set and check the common configuration for control-line routing and handles, platform blocks, wand bungee and elastics, mainsheet bridle, tiller extensions, footstraps and wand-to-flap linkage and friction before the boat draw.

2.3 Confirm permitted adjustments

- Confirm the fixed, shared setup and sailor-adjustable categories, including any overlap between standardised components and permitted adjustments.
- Decide which shared setup items may be changed between competitors and whether the same rule applies to unshared boats.
- Set any changeover limit and define when it starts and ends.
- In the SIs, publish the permitted-adjustment rules.

2.4 Establish boat sharing and allocation

- Decide who will share each boat and publish the pairing method.
- Allocate boats to pairs or groups by an observable draw.
- Have each pair or group agree its shared setup before racing.

2.5 Set the failure, damage and replacement procedure

- Identify who assesses eligibility, who authorises a transfer, how failures are reported, and who assesses damage and any repair-cost claim.
- Define the ranking for the first transfer, the race-by-race return and rotation, and the treatment of ties, unavailable results and multiple failures.
- In the Sailing Instructions, publish the complete procedure, including eligibility limited to organiser-supplied equipment, exclusions for competitor-caused damage and competitor-supplied or fitted equipment, and the duration and return of any replacement allocation.

3. Sample race document provisions

These sample provisions require event-specific review. Complete all bracketed choices and verify their consistency with the event's boat supply, class rules, scoring system and racing schedule before publication.

Notice of Race

1. Equipment and boat allocation

1.1 The OA intends to provide [x] class-legal WASZP boats in an agreed common configuration for use by the competitors.

1.2 Each competitor shall bring, at their own cost and responsibility:

- a class-compliant WASZP sail for their division;
- an operational Vakaros Atlas 2 or Atlas Edge with its mounting bracket;
- safety equipment required by the class rules;
- personal sailing gear including a wind indicator if desired.

1.3 Before allocation, the OA, with assistance from competitors, will standardise the supplied boats to a common configuration. The OA will establish competitor pairings, then draw boats for those pairings during the scheduled allocation session. The Sailing Instructions will state the boat-sharing, changeover and permitted-adjustment procedures.

1.4 Boats and equipment may be inspected at any time for compliance with the rules. Competitors shall not alter, replace or repair supplied equipment except as permitted by the Sailing Instructions or authorised by the Head of the Event Technical Committee.

1.5 Competitors shall report damage or malfunction promptly. Failure of supplied equipment, by itself, shall not be grounds for redress or a score adjustment. This changes RRS 61.4(b)(1). The Sailing Instructions will state the failure-assessment, repair, financial-responsibility and replacement-boat procedures.

1.6 The penalty for a breach of a class or equipment rule may be less than disqualification. WASZP Standard Penalties may apply.

2. Permitted adjustments

2.1 The boats will be standardised by the OA under the direction of the Head of the Event Technical Committee (ETC Head) before allocation. Competitors shall not alter the standard setup except as permitted by these Sailing Instructions.

2.2 The following fixed items shall not be adjusted by competitors:

- footstrap lateral position;
- wand nut tension;
- reversing lever nut tension; and
- pushrod length.

2.3 The following are shared setup items, that is, their setting is to be agreed by those sharing the boat:

- footstrap tension;
- gantry position;
- rudder elastic system and tension;
- degree of airbag inflation; and
- mainsheet bridle length.

During a changeover, competitors may change only the following shared setup items: [gantry position], [rudder elastic tension] and [mainsheet bridle length]. All other shared setup items shall remain unchanged unless authorised by the ETC Head.

2.4 The following sailor-adjustable items may be adjusted by a competitor:

- normal control lines and ride-height control;
- sail setup, including outhaul tie-off, batten tension and mast loops;
- main foil and rudder foil pin positions;
- wand elastic and bungee, within the permitted common arrangement; and
- ride-height adjuster.

2.5 [NP, DP] Rigging, including sail changes, and all permitted changeover adjustments shall be completed within 15 minutes after all boats have been handed over to the next sailing group, unless the race committee announces a later start time for that group.

3. Boat allocation and sharing

3.1 Competitors will be grouped into pairs [or groups] to share boats.

3.2 Boats will be allocated to those pairs [or groups] by an observable draw.

3.3 Before racing, the competitors sharing each boat shall agree the settings of the shared setup items described in SI 2.3.

3.4 Except as expressly permitted by SI 2, competitors shall not alter the setup of an allocated boat.

4. Equipment failure and replacement boats

4.1 A competitor whose boat suffers an equipment failure shall report it promptly to the ETC Head (ashore) or Race Committee (afloat) and may request a replacement boat.

4.2 A failure is eligible for a replacement boat only if it involves organiser-supplied equipment and was not caused by the competitor.

4.3 A failure is not eligible if it:

- results from the competitor's actions, including excessive or prohibited pumping; or
- involves equipment supplied or fitted by the competitor, including the competitor's sail and mast loops.

4.4 The ETC Head, in consultation with the principal race officer and the event umpires if relevant, shall decide whether a failure is eligible and shall authorise any transfer to a replacement boat. The ETC Head shall record the decision and notify the affected competitors. The ETC Head shall assess reported damage with the affected competitor as soon as practical. The OA will notify the competitor of any claimed repair cost and the basis for it. Any financial responsibility is subject to the Notice of Race and applicable law.

4.5 If an unallocated replacement boat is available, the ETC Head may allocate it to the affected competitor for the next race.

4.6 If no unallocated replacement boat is available, SI 5 applies.

5. Replacement boat allocation

5.1 The initial ranking is the finishing order of the final practice race as notified by the race committee before the first official / scored race (which may be the day before official racing commences).

5.2 The initial ranking will continue to be used until replaced by a more recent ranking; either the current event race-by-race standings or, if not available, the rankings at the end of the previous session.

5.3 For the first race affected by equipment failure, an eligible competitor may use the boat of the lowest-ranked competitor, who shall sit out. A competitor may not displace one of equal or higher rank. For multiple eligible failures, available boats will be allocated by rank, highest first. Ties will be broken using the most recent head-to-head race result (if necessary, including the final practise race).

6. Duration and return of replacement boats

6.1 A replacement boat allocation applies for one race; after each affected race, the borrowed boat is returned to the competitor who sat out and that competitor may race in the next race.

6.2 While a boat remains unavailable, the last-placed competitor in the previous affected race shall sit out the next race. If the competitor whose boat originally failed is last, they sit out. For multiple unavailable boats, apply this rule to the corresponding number of lowest-placed competitors. Repeat from SI6.1 after each race.