

7 Jan 12 – CWA Draft #1 of possible Rules Change proposals expected to be made by various NCAs in time for the Fall 2012 voting period. Proposed changed wording given in red.

rule	Change & rationale
<p>23. FLOORBOARDS (Wayfarer World, Mark IV and SD versions excluded). 23.1 Position. Shall be fitted when racing, but shall be removable. 23.2 Material. Shall be plywood or G.R.P. of minimum thickness 8 (5/16”). Solid timber stiffening or framing permitted. 23.3 Number. Not more than three on each side of the centreline. 23.4 Apertures permitted for access to fixings and fittings and for finger holes where reasonable.</p>	<p>Change to: 23.2 Material. Shall have sufficient strength to properly support crew weight.</p> <p>proposed by Hans Gottschling of CWA: Allow boards to act as weight “correctors” to get overall boat weight (closer) to minimum of 182.3 kg (402 lbs) as per rule 25.2. The intention is to encourage inventive solutions that are nonetheless safe for helm and crew</p>
<p>G.6 Spinnaker G.6.1 Identification (a) The sail numbers are optional but if used shall comply with the RRS. (b) National letters are optional but if used shall comply with the RRS.</p>	<p>No change needed here in our opinion. Only the RC needs #s on spis. We should all encourage RCs to have upwind finishes wherever possible. CWA to talk with our regatta hosts to suggest courses with a start/finish line about 1/3 up the windward leg.</p>
<p>35.3 Electrically operated instruments or mechanisms. All electrical or electronic devices or instruments are prohibited except for watches, compasses and equipment for the recording of sound or pictures, unless otherwise permitted or required by the Sailing Instructions.</p>	<p>Change to: Electrically operated instruments or mechanisms. Unless otherwise permitted, or required by safety or the Sailing Instructions, the use of all electrical or electronic devices or instruments is prohibited except for the following functions: time keeping, compass heading and changes thereof, or the recording of sound or photographic images.</p> <p>Rationale: Emphasis should be on functions that are permitted to be used since we cannot bar cell phones or VHF radios but can prohibit their use as racing aids. We are all agreed that the keyboard generation should not be encouraged to make W racing into a video game. (Al’s words)</p>
<p>CERTIFICATE 4.1 No boat shall be allowed to race as a Wayfarer unless it is registered with an NCA in the name of the current owner and has a valid buoyancy and measurement certificate (hereafter referred to as the certificate). The initial certificate shall be issued by the NCA on receipt from the owner, or his representative, of two copies of an official class measurement form properly completed in accordance with rule 5. One copy will be returned to the owner with his</p>	<p>CERTIFICATE 4.1 No boat shall be allowed to race as a Wayfarer unless it is registered with an NCA in the name of the current owner and has a valid buoyancy and measurement certificate (hereafter referred to as the certificate). The initial certificate shall be issued by the NCA on receipt from the owner, or his representative, of two copies of an official class measurement form properly completed in accordance with rule 5. One copy will be returned to the owner with his</p>

certificate. On change of ownership a fee is payable to the NCA for the issue of a new certificate.

4.2 To be valid, a certificate shall contain a buoyancy test endorsement dated within the previous 12 months and shall be up to date in all respects.

34. BUOYANCY

34.1 Buoyancy compartments. Shall be of watertight construction.

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34. BUOYANCY It is the responsibility of the owner to ensure at all times the water tightness of the boat.

34.1 Buoyancy compartments. Shall be of watertight construction.

(from SWS) After many years of discussion about the Buoyancy Certificate (missing or out of date), where a lot of frustration has come up just before a big regatta, along with the fact that Racing is the most secure way of sailing due to all the other boats around you as well as committee boats. I think that we should change some details in our previous way of thinking. I have been in contact with our national chief measurer, Fleming Nielsen, to get inspiration from other classes. He has sent me the rules for the 470 dinghy, which can be used just as they are written. They are enclosed. Paragraph B.3.1 and paragraph C.6.3 (a) describes exactly what I had in mind. <<...>> In connection with the ISAF version of our Class rules (what is going on in this respect???) it could be added. Rationale: All Owners have to make sure that their boat is in compliance with the class rules at all times – no time limit for the Buoyancy Certificate.

CWA opinion: The Class is not equipped to police buoyancy and having such policing in the Class Rules only opens the door to possible legal action. Even without the "equipment inspector" referred to in C6.3, buoyancy can be the subject of a measurement protest the same as any other rule not being complied with.

SWS Dispensation 2010 (click here for diagram)

13. GUNWALE STRUCTURE

(All marks.) The gunwale assemblies shall not deviate from the official moulds and drawing Sheet No 33 a.

The fend-off, if fitted, shall follow the contour of the gunwale. Between 800mm from the transom and 2800mm from the transom, measured along the fend-off, the fend-off may be widened such that the fend-off still follows the contour of the gunwale and has a regular section, not exceeding the area marked on the attached drawing no. 4-Way-0035, and results in an overall beam of no more than 1935mm. This wider section of fend-off shall have a further gradual transition, at each end, extending 200mm +/- 20mm to blend in with the rest of the fend-off. The top corner of the fend-off shall have a maximum radius of 20mm.

CWA will be asked to vote to join SWS in using this dispensation as proposed by Kit Wallace of CWA. We think the rule 13 dispensation should become part of our Class Rules in time for 2013.