

# Wind Warrior Restricted Class Rules

## Section A - Fundamental Rules Structure

**A.1** The Wind Warrior is designed and built by Grant McKinnon, or his authorised Agent, hereafter referred to as 'the Builder'.

**A.2** Authority. The rules are written and administered by the Wind Warrior Owners Association, hereafter referred to as (WVOA), Racing Rules Committee, as approved by the Builder. Any proposed alterations to these rules must be submitted to the WVOA Rules Committee for their consideration. Any changes will be announced and published on the website.

**A.3** Language. The official language of the class is English and in case of any dispute over translation the English text shall prevail.

**A.4** Clarification. The word "shall" is mandatory and the word "may" is permissive.

**A.5** Spirit of the Rules. The fundamental aim of these rules is to ensure that all Wind Warrior Restricted Class boats are raced on a level performance basis and the cost of buying and maintaining the boat is kept under control to appeal to newcomers and experienced radio sailors alike. With this clear aim in mind owners shall adhere to the spirit of these rules and not seek to gain a performance advantage by manipulation of the wording through translation or other means.

**A.6** Modifications. The boat will be raced as supplied by the Builder (WVOA approved builder) with no modifications or additions apart from the permitted changes described in these rules.

**A.7** Repairs. Emergency repairs to any part of the boat are permissible, provided they are not intended to enhance the original function or performance of the damaged items.

**A.8** Certificate. No measurement certificate is required, however, boats may be subject to inspection by the race committee at registration or at any time during a regatta or series to determine compliance with these rules. If a boat is found to be non-compliant during a regatta, the Race Committee may remove all results up to that point and direct the owner to bring the boat back within the rules or, if the owner refuses or, if reinstatement is not **possible, the boat shall be withdrawn from the event.**

**A.9** Equipment Descriptions. Equipment described in these rules by name or product code refer to those used in the Builder's Rigging Instructions as supplied with the boat.

**A.10** Equipment Limitations. Except in the case of demonstrable damage, only one hull, keel, ballast, rudder and one of prescribed rigs may be used per event.

**A.10.1** If during a regatta a boat loses or has its keel or rudder damaged, the lost or damaged item may be replaced with the permission of the race committee with a keel or rudder of not less than the same weight and profile.

## **Section B - Electronic Equipment**

**B.1.1** Battery Pack. An alternate battery pack may be used consisting of rechargeable or 4xAA batteries located in the built in battery cradle.

**B.1.2** If re-usable or other type batteries are used the combined weight of such batteries shall be of not less weight than a battery pack with 4 x AA batteries

**B.2** Transmitter & Receiver. 2.4Ghz is the preferred frequency. Owners may substitute the standard items for their own equipment. The receiver aerials may be installed in any manner.

**B.3** Servos. Owners may substitute the supplied servos so long as they are installed in the servo holder as in built.

## **Section C - Hull & Deck**

**C.1** Weight. The minimum total weight for a boat in racing trim, excluding the battery pack and batteries is 1705gms. There is no maximum.

**C.1.1** Boats underweight at a regatta shall be fitted with corrector weights affixed to the centreline of the cockpit floor. The Class /Regatta Measurer shall certify the fitting and overall weight of the boat as compliant.

**C.2** Hull Finish. In the event of damage, or if the owner wishes to make the boat more distinctive, the hull may be repaired and/or re-painted. However, no attempt shall be made to fair in the base of the keel box, rudder tube or bow bumper beyond the Builder's factory finish. Wind Warrior decals are not required. (Note: Excessive sanding to reduce hull skin thickness and reduce weight is a clear contravention of Rule A.5)

**C.3** Hull Decoration. To aid identification, the hull and deck may be decorated with stickers provided these are not 'technical films' intended to reduce hull friction.

**C.4** Deck Hatch. The Builder's standard deck hatch may be sealed using tape to reduced water entry.

**C.5** Drainage Bung. A drainage hole may be installed in the aft deck and sealed by either a rubber bung or a self-adhesive patch.

## **Section D - Keel & Rudder ( Refer to Rule A.10.1)**

**D.1** Keel. The keel weight may vary due to lead purity therefore the minimum is 925gms and the maximum is 960gms. Keels of different weights are not interchangeable and a boat shall race with a complying keel provided by the Builder.

**D.2** The Keel and Rudder. The keel and rudder shall be as supplied by the builder, The Keel and Rudder may be painted. In the event of damage the keel and rudder may be sanded, faired and re-painted as close to supplied section and finish as possible.

**D.3** Keel and Rudder Replacement. In the event of a Keel or Rudder being lost or damaged beyond repair during a regatta the lost or damaged item may be replaced with the permission of the race committee with a replacement of the same weight and profile. The Class/Regatta Measurer shall certify the replacement complies.

## **Section E – Sails, Spars and Rigging**

**E.1 Sails.** The Builder supplies a standard jib, 'pin-top mainsail' and 'square top mainsail' with an extension crane to allow backstay to clear the sail.

**E.2 Cloth weight.** Sailcloth shall be 0.75oz polyester as supplied standard or 0.5oz for older existing sails. Repairs and replacements of a minor nature may be made by the Owner. Exotics shall not be permitted' e.g., Kevlar. Sails may be coloured, so long as the cloth weight is as specified by the Builder, and/or an "identifier" (coloured insignia or panel) may be placed on the mainsail head but not to extend beyond the WW insignia.

**E.2 Sail selection.** A boat may use 3 sails being a jib and either a light weather mainsail (square top) or pin top mainsail. Mainsail selection will be at the owners discretion unless otherwise stated in the Notice of Race or Sailing instructions. A standard jib shall be used. Sails of dimensions smaller or larger than permitted by Class Rule are not permitted.

**E.3 Replacement sails.** It is preferred that sails supplied by the builder are used. Non Builder's replacement sails may be permitted when the original sails supplied are unavailable within a reasonable time. Sail dimensions/area shall not exceed the Builders specifications.

**PIN TOP MAINSAIL.** The standard Mainsail dimensions and shape shall be,

- Luff 790mm • Foot 256mm • Roach not exceeding 045mm.

**SQUARE TOP MAINSAIL.** The square top Mainsails as per the Builder's specifications.

**HEADSAIL** The Headsail dimensions and shape shall be,

- Luff 670mm • Foot 230mm • LPG 205mm

**E.4 Class insignia and registration number.** Mainsails shall display the Class insignia and registration number issued by the Builder. The Mainsail number shall not be changed.

**E.5 Sail numbers and insignia.** Sail numbers and insignia shall be obtained from the Race Committee or Builder.

**E.6 Class insignia placement.** Class insignia shall be placed on the starboard side of the mainsail 280mm from the head. Sail Numbers shall be placed on the starboard side of the mainsail 345mm from the head

**E.7 Class insignia and number size.** Class insignia shall be 37mm high and the downstroke of the W 10mm thick and the upstroke of the W 05mm thick. Sail Numbers shall be 35mm high and 06mm thick. All numbers and letters shall be filled in solid strong contrasting colour and arranged for maximum legibility. Hollow/outlined numbers are not permitted.

**E.8 Sail Tell-tales and Wind Indicators.** Tell-tales are permissible on the Jib and Mainsail. The number and position of them is not restricted. A wind indicator or burgee attached to the top of the mast or backstay crane is permitted provided its sole purpose is to indicate wind direction.

## **Section F- Permitted changes to the rigging.**

**F.1** Permitted changes to the rigging. The rig, sails , spars and rigging as supplied by the Builder shall not be modified in any way other than by the following adjustments.

- Mainsail and headsail sheet lengths can be altered by sliding the tensioner/bowsie on the sail sheet.
- Mainsail leech tensions can be altered by the sheet and boom vang and headsail leech tensions can be altered by the topping lift.
- The length of the wire hook attaching the top of the headsail luff to the mast may be varied.
- Rig tension can be achieved by packing the deck step or altering the headsail wire hook length.
- Replacement rigging must be signed off by a WWOA authorised rigger appointed by WWOA
- The mast bend may be altered.

The Jib boom and Mainsail boom shall not to be varied

- Rigs prior to Sail number 1000 (G2) may be used.
- Sail numbers as provided by the Builder can be in ink or sticker but must be as visibly bright and the same size and position as originally delivered by the Builder.

**F.2** Substitute cord. The owner may substitute the supplied.

## **Section G - Masts & Booms**

**G.1** Mast and booms shall be as supplied by the Builder.

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**Note 1:** Any dimensions shown in the Builders Rigging Instructions are intended as a guide to help initial setup of the boat and are not mandatory.

**Note 2:** Given the difficulties that may arise from having to return boats found to be underweight to the builder for correction, it is recommended that approved Measurers and authorised Riggers are appointed for each Fleet.