

# Weta Class Rules

## Introduction

The Weta is a trimaran developed by Weta Marine Ltd.  
Weta hulls, beams, hull appendages, rigs and sails shall only be manufactured by Weta Marine Ltd or their appointed manufacturers.

A hull, a beam, a hull appendage, a rig or a sail may, after having left the licensed manufacturer, only be altered to the extent permitted in Section C of these class rules. Owners and crews should be aware that compliance with rules in Section C is not checked as part of the factory based fundamental measurement process. Rules regulating the use of equipment during a race are contained in Section C of these class rules, in the Equipment Rules of Sailing Part I and in the Racing Rules of Sailing.

This introduction provides an informal background and is not part of the Weta class rules.

## Part 1 – Administration

### *Section A – General*

#### **A.1 Type of Class Rules**

A.1.1. These are **closed** class rules.

A.1.3. Any alteration of the form or construction of the hull, equipment, fittings, spars, sails or running rigging, as supplied by the builder, unless specifically approved by these rules is prohibited.

#### **A.2 Language**

A.2.1 The official language of the class is English and in case of dispute over the translation, the English text shall prevail.

A.2.2 The word “shall” is mandatory and the word “may” is permissive.

#### **A.3 Abbreviations**

A.3.1 ISAF International Sailing Federation

MNA ISAF Member National Authority

WCA International Weta Class Association \*

NCA National Class Association \*

ERS Equipment Rules of Sailing

RRS Racing Rules of Sailing

\* References to these Associations are not applicable until their formation

#### **A.4 Authority**

A.4.1 The international authority of the class is the WCA, which shall cooperate with the NCA's in all matters concerning these **class rules**.

A.4.2 The WCA, an MNA, an NCA or an **official measurer** is under no legal responsibility in respect of these **class rules**.

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### **A.5 ISAF Rules**

A.5.1 These **class rules** shall be read in conjunction with the ERS.

A.5.2 Except where used in headlines, when a word is printed in "**bold**" type, the definition in the ERS applies, and when a term is printed in "*italic*" type the definition in the RRS applies.

### **A.6 Amendments to Class Rules**

A.6.1 The WCA in accordance with its constitution shall propose amendments to the class rules.

### **A.7 Class Rules Interpretation**

A.7.1 Interpretation of class rules shall be made by WCA Chairman of Technical Committee.

A.7.2 Interpretations of the class rules at an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the WCA of such a ruling.

A.7.3 In the case of a measurement dispute on any part or item of the boat, the following procedure shall be adopted. A sample of 5 other boats shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the WCA, which shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred to the WCA.

### **A.8 Sail Numbers**

A.8.1 Sail numbers shall be issued internationally by the WCA.

### **A.9 Licensed Manufacturers**

A.9.1 Weta equipment shall be manufactured by manufacturers appointed and licensed by WCA referred to as licensed manufacturers in these **class rules**.

## ***Section B – Boat Eligibility***

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

### **B.1 Administration of the Class**

B.1.1 The class is administered by the International Weta Class Association.

### **B.2 Certificate**

B.2.1 **Certificates** are not issued.

### **B.3 Class Association Sticker**

B.3.1 A valid Class Association Sticker shall be affixed to the starboard transom of the main hull.

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### Part 2 – Requirements and Limitations

The **crew** and his/her equipment shall comply with the rules in this Part when *racing*. Inspection to check conformity with the rules of Section C is not part of **fundamental measurement**.

The rules in Part II are **closed class rules**. Inspection shall be carried out in accordance with the ERS except where varied in this Part.

### Section C – Conditions for Racing

#### C.1 Crew

##### C.1.1 LIMITATIONS

The **crew** shall consist of a maximum of 4 persons.

##### C.1.2 MEMBERSHIP

At least one crewmember shall be a current member of his/her NCA. If there is no NCA, then the **crew** must be a member of the WCA.

##### C.1.3 DIVISIONS

###### a) Crew Divisions

- i) Single-handed
- ii) Multi-handed

###### b) Gender Divisions

- i) Men
- ii) Women

###### c) Age Divisions

- i) Youth - Competitors for Youth series shall be under the age of 18 years of age on 31 December of the year of the event.
- ii) Master - The helmsperson for Master series shall be 45 years or older on 31 December of the year of the event. The age of crew members in Master series is open.
- iii) Grand Master - The helmsperson for Grand Master series shall be 55 years or older on 31 December of the year of the event. The age of crew members in Grand Master series is open.

###### d) Grand Touring Class

One crew member will remain seated at all times – the crew member will elect a station.... hull, starboard net or port net, at the start of the meeting (not each race) and remain seated at that position at all times while the craft is in use. (see appendix 2)

#### C.2 Identification of Sails

C.2.1 The class insignia, the national letters and the sail numbers, as issued by Weta Marine, shall comply with the RRS except where prescribed otherwise in these **class rules**.

#### C.3 Equipment

##### C.3.1 LIMITATIONS

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- (a) Apart from what is permitted by C.3.2-5 and appendix 2, only equipment supplied by the manufacturer shall be used.
- (b) Apart from what is permitted by C.3.2-5 and appendix 2, no system or function may be extended, added or altered.
- (c) No part of a **boat** shall be replaced during an event, other than to replace equipment damaged beyond repair before the next race. Such replacements may be made only with the approval of the race committee, and no re-substitutions of the original equipment may then be made, except with the approval of the race committee.
- (d) Standing **rigging** shall not be adjusted after the boat starts.
- (e) No holes may be made in the hull, deck mouldings or beam frames, except for the purpose of making repairs.
- (f) The Sail Battens as supplied by the manufacturer may not be altered in stiffness. The length of the battens may be altered to adjust the tension in the batten pocket, provided the batten fits within the original pocket and the sail is not altered other than by cutting and renewing the batten pocket stitching at either end.

### C.3.2 OPTIONAL

- (a) Timing devices.
- (b) Mechanical wind indicators.
- (c) Tuff's or ribbons in the **sails** and **rigging**.
- (d) Calibration marks of any kind.
- (e) Maximum two compasses with brackets. No electronic assistance permitted except timing device.
- (f) Maps, charts and means of recording courses and compass headings may be carried.
- (g) Two extra turning blocks for the gennaker sheet system tied to the beam frame.
- (h) Shockcord tails in ropes.
- (i) Storage devices within the cockpit.
- (j) Non-skid tape or patches provided they are made from a flexible material and attached to the deck moulding.
- (k) Safety equipment, tools and spare parts may be carried.
- (l) A clip or shackle may be fitted at the end of the jib sheet where it attaches to the clew eyelets of the jib.
- (m) The jib sheet system may have two blocks added in order to achieve a 2:1 purchase.
- (n) The use of shock cord or adhesive tape is in general unrestricted, except that such material must not be used in such a way as to create a fitting or extend a function which is otherwise prohibited in these rules.
- (o) The removal of the bottom jib hank is permitted.
- (p) The Main and Gennaker halyards may not be fitted with more than 1:1 purchase.
- (q) The Jib halyard may be fitted with a 2:1 purchase using the halyard line only.
- (r) The use of shroud plate turnbuckles to adjust rig shroud length is allowed.

### C.3.3 MODIFICATIONS

- (a) The hulls, dagger board and rudder blade may be sanded and painted and polished, except that the shape or weight distribution of the items as originally supplied shall not be fundamentally altered.
- (b) The mainsheet may be rigged with alternative blocks and cleats provided it does not exceed a maximum purchase of 6:1.
- (c) The purchase of the downhaul may be increased to a maximum of 6:1 through the addition of additional blocks.
- (d) The trampolines may have an additional set of hiking straps added to them.

### C.3.4 REPLACEMENTS FROM OPTIONAL SUPPLIERS

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- (a) Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible.
- (b) Any cleat may be replaced with a cleat of any material and of substantially the same size and design.
- (c) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter. Ratchet blocks have no sheave diameter restrictions provided they do not alter the weight distribution of the boat.
- (d) The tiller extension may be replaced without any restrictions as to design and material.
- (e) Standing **rigging** may be replaced and shall then comply with the following:
  - (i) The forestay and shrouds shall be 2.5mm - 3.5mm diameter stainless steel wire.
  - (iii) The standard supplied multi-hole adjusting plate may be replaced with an alternative adjusting device and the shroud length changed as required. Purchase systems and those devices that can be adjusted during racing are prohibited.
- (f) Sheets, lines and halyards may be replaced without any restrictions as to length, diameter and taper providing the part is not made of wire. The main sheet may be attached to the jib sheet with the use of an eyelet.

### C.3.5 REPAIRS

In the event of damage to any part of the boat, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Fittings shall be attached in the same position as before the repair, or as close as is structurally possible.

### C.4 Buoyancy

C.4.1 A maximum of two inspection hatches may be fitted in the main hull cockpit providing they are fitted with a watertight seal.

C.4.2 The breather hole underneath the rudder bar at the stern of the main hull must remain open and unrestricted.

### C.5 Flotation

C.5.1 While racing, a suitable life jacket or buoyancy aid shall be worn, in the manner prescribed by the manufacturer.

### C.6 Advertising

C.6.1 Limitations:

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code

### C.7 Hull Appendages

C.7.1 The **daggerboard** shall be secured by shockcord.

C.7.2 The holes in the **daggerboard** for the lifting handles shall not be below the case top edge.

## Section D – Hull

### D.1 Measurement

D.1.1 The **hulls** and beams shall comply with the **class rules** in force at the time of manufacture. **Hull** fittings shall comply with the current **class rules**.

D.2 Builders

D.2.1 **Hulls** and beams shall be produced only by a licensed manufacturer.

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### ***Section E – Hull Appendages***

#### **E.1 Measurement**

E.1.1 The **hull appendages** shall comply with the **class rules** in force at the time of manufacture.

#### **E.2 Manufacturers**

E.2.1 The **hull appendages** shall be produced only by a licensed manufacturer.

### ***Section F - Rig***

#### **F.1 Measurement**

F.1.1 **Spars** shall comply with the **class rules** in force at the time of manufacture. **Rigging** shall comply with the current **class rules**.

#### **F.2. Manufacturers**

F.2.1 **Spars** shall be produced only by a licensed manufacturer.

### ***Section G – Sails***

#### **G.1 Measurement**

G.1.1 **Sails** shall comply with the **class rules** in force at the time of manufacture.

#### **G.2 Sailmakers**

G.2.1 **Sails** shall be produced only by a licensed manufacturer.

G.2.2 No person may re-cut any sail, except as permitted in G.3.1-4.1, or otherwise change or effect any aspect of the sail or pierce the sail for any reason other than effecting necessary repairs or as permitted by these rules.

#### **G.3 Mainsail**

##### **G.3.1 CLASS INSIGNIA**

The class insignia shall be silk-screened, glued, or sewn onto the **sail** in the position the sails were supplied.

#### **G.4 Gennaker**

G.4.1 The gennaker may be modified by having graphics cut in, which shall not extend within 600 mm of the **head point** or **tack** and shall not extend within 250mm of the **luff**, **leach** or **foot**. Such actions may not alter the original shape of the sail.

## **Part 3 – Appendices**

## **Weta Class Rules**

### ***Appendix 1 – Event Rules***

- 1.1. The minimum wind speed for starting shall be that in which the race committee considers the boats have sufficient capability for pre-start maneuvers.
- 1.2. Races should not start, or races in progress should be abandoned when the race committee considers conditions are unsafe for sailing.

### ***Appendix 2 – Grand Touring Class***

- 2.1. Seats or backrests may be fitted provided no holes or permanent fixings are made in the craft and that they are not used to add to the performance of the craft..
- 2.2 The method of turning the rudder may be altered provided no holes or permanent fixings are made in the craft and it does not add to the performance of the craft.
- 2.3. The minimum weight of the craft ready to sail will be standard craft weight plus a minimum of 150 kilos.
- 2.4. The penalty for infringing the crew movement rule will be a 720.
- 2.5. No hiking assistance is allowed other than standard hiking straps and C.3.3 (d).