



**INTERNATIONAL
SPEED WINDSURFING CLASS
ASSOCIATION
CLASS RULES**

ISWC
International Speed Windsurfing Class

The International Speed windsurfing Class Association was adopted as an international class in 2007

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INTRODUCTION

The international Speed Windsurfing Class rules are meant to regulate the equipment used in speed windsurfing events.

The aim of the rule is to enable sailing crafts that are regarded as windsurfers to participate regardless if they are factory or custom made.

Development of equipment is encouraged.

The rig/sail configuration is limited in size and that it is one unit. It can be solid, but it should be operated in a windsurfing manner.

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.

This introduction only provides an informal background and the International Speedsailing Association Class Rules proper begin on the next page.

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.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ISWCA International Speed Windsurfing Class Association
- NCA National Class Association
- RRS Racing Rules of Sailing
- ERS Equipment Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is the ISAF which shall cooperate with the ISWCA in all matters concerning these **class rules**.
- A.3.2 The ISAF or ISWCA, or its delegated representatives can accept no liability or legal responsibility in respect of these Rules.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class is administered by the International Speed Windsurfing Class Association.

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 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.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations

A.7 CLASS RULES INTERPRETATIONS

- A.7.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations

A.8 SAIL NUMBERS

- A.8.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If the owners MNA is administering the Class, the owners

shall apply to their MNA for a sail number; otherwise they shall apply to their NCA.

Section B – Boat Eligibility

B.1 General

PART II – REQUIREMENTS AND LIMITATIONS

The **sailor** and the **board** shall comply with the Rules in Part II when *racing*.

The rules in Part II are **open class rules** as defined in the ERS.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 LIMITATIONS

Only 1 board and 1 sail/rig combination shall be used during a run.

C.2 CREW

C.2.1 LIMITATIONS

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

(b) The crew shall be in contact with his feet to the board and shall operate the rig and sail with his hands holding on to a solid part of the rig.

C.2.2 MEMBERSHIP

(a) No sailor is permitted to race at an International Regatta unless he/she is a member of the ISWCA.

C.3 PERSONAL EQUIPMENT

C.3.1 OPTIONAL

(a) Harness.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with ISAF Regulation 20, Advertising Code.

C.5 SAILS

C.5.1 IDENTIFICATION

Sail Numbers should be according to appendix G of the RRS

SECTION D – HULL

D.1 GENERAL

D.1.1 CONSTRUCTION

Only boards with one piece hulls are permitted.

D.1.2 DIMENSIONS

Boards shall have a maximum width of 750 mm.

SECTION E – HULL APPENDAGES

E.1 FIN

The shortest distance between the outermost point of the hull appendage and the hull shall not exceed 500 mm

SECTION F – RIG

F.1 GENERAL

It shall be possible to incline the sail/rig combination to an angle of at least 90° to the vertical in every direction unless the sheer of the deck prevents this. The sail/rig combination shall be capable of quick release from the board without the use of tools.

F.1.2 FOR USE

Harness attachments if fitted shall be to the part of the solid part of the rig that the crew holds with his hands.

Section G – Sails

G.1 GENERAL

G.1.1 DIMENSIONS

The area of the sail or the solid sail and rig combination shall have a maximum area of 10sqm.

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