

Effective Date: 27/04/2021

Status: Provisional

# Class Rules

## **TECHNO** **WIND FOIL 130** **CLASS**



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# INTRODUCTION

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*This introduction only provides an informal background and the Techno Wind Foil 130 Class Rules proper begin on the next page.*

*Techno Wind Foil 130 hulls, hull appendages, rigs and sails are manufacturing controlled.*

*All equipment shall only be manufactured by approved manufacturers – in the class rules referred to as licensed manufacturers unless otherwise permitted by these rules.*

*Equipment is required to comply with the Techno Wind Foil 130 Building Specification and is subject to a World Sailing approved manufacturing control system.*

*Techno Wind Foil 130 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.*

*Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.*

*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.*

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

# PART I – ADMINISTRATION

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## 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.1.3 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, when a term is “underlined” the definition in Class Rule A.1.4 applies.
- A.1.4 The term ‘board’ or ‘windsurfer’ in these rules means **boat**.
- A.1.5 The following definitions apply when the term is underlined:
- (i) BONDING  
To fix in place with glues, resins, sealants or other similar chemical agents.
  - (ii) COATING  
Application of an additional permanent layer or layers of a substance to a surface. This may require prior preparation of the surface which may involve sanding, etching, blasting, but not fairing.
  - (iii) SANDING  
Removal of the outermost surface through use of an abrasive material with or without a lubricating agent, which does not alter the shape but may remove localised irregularities or textures in the surface. It may include polishing through the use of a cutting compound.
  - (iv) CLEANING  
The application and subsequent removal of detergents or similar agents, the purpose of which is to remove residue on the surface.
  - (v) FAIRING  
The addition and/or removal of material to alter the shape.
  - (vi) LUBRICATING  
The application of non-permanent friction reducing compound.
  - (vii) MODIFICATION  
Work resulting in a change to the original condition, including changes made to the original condition by new, removed or replaced equipment items, fittings, fixings, extensions and fastenings.
  - (viii) MAINTENANCE  
Work required to retain the original condition, compensating for normal wear and tear in order to achieve its maximum useful life. This includes preventive maintenance and may include coating, sanding, lubricating and cleaning, but shall exclude fairing and bonding.
  - (ix) REPAIR  
Corrective action, following unintended damage, required to restore the original condition. This may include coating, sanding, fairing and bonding.

## **A.2 ABBREVIATIONS**

- A.2.1 WS World Sailing
- MNA WS Member National Authority
- TCA Techno 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 **Class Rules authority** of the class is World Sailing, which shall cooperate with the TCA in all matters concerning these **class rules**.
- A.3.2 Neither WS nor the TCA accept any legal responsibility in respect of these class rules or any claim arising therefrom.

## **A.4 ADMINISTRATION OF THE CLASS**

- A.4.1 WS has delegated its administrative functions of the class to the Techno Wind Foil Class Association and its **certification authority** to the TCA Technical Committee.
- A.4.2 The National Association fees (subscription) are determined by a scale published annually by the International Windsurfing Association. Payment of these fees is the sole responsibility of the National Association or Authority. Where no National Authority or Association subscribes the TCA Executive may accept entries from that country, direct from individuals, provided the IWA fee of per competitor is paid by the competitor.

## **A.5 WORLD SAILING 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 CHANGES**

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

## **A.7 INTERPRETATION OF CLASS RULES**

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

## **A.8 WS PLAQUE**

- A.8.1 Licensed manufacturers shall pay the plaque fee to WS.

## **A.9 SAIL NUMBERS**

- A.9.1 Sail numbers shall be issued by the body listed in A.4 or its delegates.

## Section B – Equipment Eligibility

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

### B.1 CLASS RULES AND CERTIFICATION

B.1.1 The Windsurfer shall:

- (a) have been manufactured by TAHE Outdoors France or by other licensed manufacturers approved by WS (except as otherwise stated in these **class rules**).
- (b) be in compliance with the **class rules** and have not been modified in any way other than permitted by the **class rules**

### B.2 EVENT INSPECTION

B.2.1 For the purpose of RRS 78, **crews** are considered to be the owners.

B.2.2 The role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer, complies with this rules, and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than the **Equipment Inspector** considers being within manufacturing tolerances, the matter shall be reported to the Race Committee or Event Technical Committee.

Such occurrences shall be reported to WS and the TCA Technical Committee.

### B.3 EVENT LIMITATION MARKS

B.3.1 If an event uses **event limitation marks**, these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost, this shall be reported to the Event Technical Committee as soon as practical.

## PART II – REQUIREMENTS AND LIMITATIONS

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The **crew** and his/her equipment shall comply with the Rules in Part II 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**. **Equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

### Section C – Conditions for Racing

#### C.1 GENERAL

##### C.1.1 RULES

- (a) RRS 1.2 is changed as permitted by the rule itself to make the use of **personal flotation devices** optional except when required by RRS 40. When their use is made mandatory, **personal flotation devices** shall conform to the minimum standard of ISO 12402-5 (Level 50), or equivalent. The Notice of Race or Sailing Instructions may change this rule to prescribe alternative or additional standards.
- (b) RRS 43.1(b) is changed as permitted by the rule itself to specify a clothing and equipment weight as set in C.3.4 and a trapeze harness weight as set in C.3.3 (i)
- (c) RRS Appendix G is changed as permitted by RRS G.5 to set the Sail Identification requirements as defined in C.10.2

#### C.2 CREW

##### C.2.1 LIMITATIONS

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

##### C.2.2 MEMBERSHIP

- (b) For all National Championships, World Championships, and Continental Championships the **crew** shall be member of his/her NCA. If there is no NCA then the **crew** must be a member of the TCA.

##### C.2.3 DIVISIONS

At events where the organizing authority specifies the use of age/gender division the following divisions shall apply

- (a) Boy or girl under the age of 17 years old (U17) on 31st December of the year of competition.
- (b) Boy or girl under the age of 19 years old (U19) on 31st December of the year of competition.
- (c) Man or women of 19 years old or older (A19) on 31st December of the year of the competition.

#### C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

##### C.3.2 MANDATORY

- (a) For Use:

- (i) The **crew** shall wear a helmet that shall be to the minimum standard EN1385, EN1077, EN 966, ASTM 2040, Snell S98 or equivalent. The Notice of Race or Sailing Instructions may change this rule to prescribe alternative or additional standards.
- (ii) The **crew** shall wear an impact vest or **personal flotation device** in accordance with C.1.1(a), as prescribed in the Notice of Race.

### C.3.3 OPTIONAL

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the **crew** may wear the following:

- (i) a harness with a maximum permitted weight of 4kg.
- (ii) a **personal flotation device**.
- (iii) additional body protection gear.
- (iv) a drinking container in compliance with RRS Appendix B, B4.43.
- (v) an electronic or mechanical timing device.
- (vi) a heart rate monitoring device

### C.3.4 TOTAL WEIGHT

The total weight of clothing and worn equipment including the harness but excluding the drinking container, shall not exceed 9kg when weight in accordance with RRS Appendix H.

## C.4 PORTABLE EQUIPMENT

C.4.1 **Portable equipment** does not have to be produced by a licensed manufacturer.

### C.4.2 OPTIONAL

For the avoidance of doubt, when items listed here are worn or carried by the **crew** they shall be included for weighing under C.3.4.

(a) For Use:

- (i) torque keys and spare hull appendage fittings.
- (ii) Timing devices.
- (iii) Recording equipment, tracking devices and associated attachments, when permitted by the Notice of Race or Sailing Instructions. The Notice of Race or Sailing Instructions may make its use mandatory when supplied. These items shall not be permanently fixed to the windsurfer.

(b) Not for Use:

- (i) A towrope of minimum length 5m may be carried by the crew. The Notice of Race or Sailing Instruction may change this rule or make its use mandatory.

## C.5 ADVERTISING

### C.5.1 LIMITATIONS

Advertising shall only be displayed in accordance with WS Advertising Code. (See WS Regulation 20).



## C.6 WINDSURFER

### C.6.1 REPAIR

- (a) All repairs require written approval unless stated otherwise in these rules.
- (b) Approval may only be granted by the Techno Wind Foil 130 Technical Committee.
- (c) Permission to undertake a repair during an event may be granted by the Event Technical Committee. The required written approval by the Techno Wind Foil 130 Technical Committee may be granted after the event.
- (d) Repairs shall not be used to reinforce an existing part and shall not alter the essential shape, characteristics and function of the original equipment.

### C.6.2 LIMITATIONS

- (a) No more than 1 **hull**, 2 **sails** of a different sail areas, 2 **masts**, 2 **booms**, 1 fin and 1 foil system, may be registered for an event. When lost or accidentally damaged beyond repair, a replacement may be used if approved by the Event Technical Committee.
- (b) The use of either a fin or foil system shall be governed by the Notice of Race or Sailing Instruction.
- (c) Replacements to equipment and its parts during an event shall only be made with the approval of the Event Technical Committee unless otherwise permitted in the **class rules**.

## C.7 HULL

### C.7.1 MODIFICATIONS

- (a) Four foot straps shall be fitted to the existing inserts.
- (b) Foot straps may be replaced during an event without approval while in compliance with C.7.1(a). Replacements or additions must be of the original type from licensed manufacturers.
- (c) The **hull** box (where the **hull appendages** are fitted) lateral sides (port and starboard) may be shimmed with removable materials which shall not protrude in height the depth of the box.
- (d) The **hull** box top may be shimmed (between the foil mast and the **hull**) with removable materials which shall not be greater than 3mm in thickness.

### C.7.2 MANTAINENCE

- (a) Cleaning of the **hull** permitted.

### C.7.3 REPAIR

- (a) Repairs to the **hull** require approval as described in C.6.1 with the following exceptions:

### C.7.4 HULL WEIGHT

- (a) The weight of the **hull** in dry condition with no foot straps shall be a minimum of 9,2 kg

## **C.8 HULL APPENDAGES**

### **C.8.1 MODIFICATIONS**

- (a) The forward and aft side of the fin top and foil mast top, along the depth that fits into the **hull** box may be sanded.
- (b) The foil system fittings may be replaced by any fittings of the same size.

### **C.8.2 MAINTENANCE**

- (a) Maintenance of **appendages** is permitted with the following exceptions:
  - (i) Coating is not permitted as part of maintenance.
  - (ii) Sanding as part of maintenance is only permitted on the paint layers and shall not reach the internal carbon fibres.

### **C.8.3 REPAIR**

- (a) Repairs to the **appendages** require approval as described in C.6.1.

## **C.9 RIG**

### **C.9.1 MODIFICATIONS**

- (a) The rig shall not be altered in any way except as permitted by these class rules.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) The mast spar shall be lengthened using the One Design extension.
- (d) Any uphaul may be fitted.
- (e) The mast spigot may be shimmed with any self-adhesive tape.
- (f) The mast spar extension may be shimmed with any self-adhesive tape.
- (g) Any safety line or device to secure the rig to the hull may be fitted.
- (h) The downhaul adjustment system is optional.
- (i) The outhaul adjustment system is optional.
- (j) The surface of the boom spar grip may be roughened using abrasive material.
- (k) Cleats, pulleys and ropes may be replaced by any of the same characteristics and function.
- (l) Any harness lines may be used.
- (m) Cleats and pulleys attached to the rig supplied by the manufacturer may be removed or replaced in its original position only using items of the same characteristics and function. Rivets may be replaced by rivets, screws or bolts with optional nuts.

### **C.9.2 MAINTENANCE**

- (a) Cleaning and lubricating of spars is permitted.

### **C.9.3 REPAIR**

- (a) Repairs to the mast and boom require approval as described in C.6.1. Repairs of other rig components may be carried without approval.

#### C.9.4 LIMITATIONS

During an event a maximum of two masts and two booms shall be used, except when an item has been lost or accidentally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the Race Committee.

### C.10 SAILS

#### C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Sails and fittings shall not be altered in any way except as permitted by these class rules.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) Any transparent self-adhesive mono-film patches may be attached to the sail adjacent to the boom spar.
- (d) Any lubricant may be used on the camber inducers.
- (e) Battens and camber inducers may be replaced by the same type of fitting supplied by the licensed manufacturer.

#### C.10.2 SAIL IDENTIFICATION

##### a) National Letters and Numbers

The national letters and sail number shall be white or black in colour and applied "back to back" on a contrasting background to the sail immediately above batten 4 and as close to the leech as possible. The opaque background shall extend a minimum of 30 mm beyond the national letters and sail number, which shall be of a minimum height of 190mm. In all other respects they shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.

##### b) Class Insignia

The insignia denoting the class may be placed as described RRS Appendix G 1.2

## Section D – Hull

### D.1 GENERAL

All parts of the **Hull** and its associated fittings are to be produced by licensed manufacturers unless specified otherwise in C.7.1.

#### D.1.1 PART

- (a) Techno Wind Foil 130hull
- (b) Its associated fittings:
- a. mast track
  - b. fin/foil box

- c. foot straps
- d. foot strap fittings

## **D.2 IDENTIFICATION**

- (a) The **hull** shall carry a manufacturers serial number
- (b) Hulls shall display the official WS logo as applied by the manufacturer.

## **D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

- (a) The hull shall comply with the Techno Wind Foil 130 technical specifications as approved by WS.

# **Section E – Hull Appendages**

## **E.1 GENERAL**

All parts of the **hull appendages** and its associated fittings are to be produced by licensed manufacturers unless specified otherwise in C.8.1.

### **E.1.1 PARTS**

- (a) 43 cm fin
- (b) foil
  - i. **Foil mast.**  
Length: 900 mm - Material: aluminium
  - ii. **Front wing.**  
Length: 760 mm - Area: 260 cm<sup>2</sup> - Material: G10 fiberglass
  - iii. **Tail wing.**  
Length: 450 mm - Area: 260 cm<sup>2</sup> - Material: moulded Carbon  
Angle adjustment by curved sliding system
  - iv. **Fuselage**  
Length: 910 mm - Material: aluminium

## **E.2 IDENTIFICATION**

- (a) The foil mast, front wing, tail wing and fuselage carry a unique serial number

## **E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

- (a) **Hull Appendages** shall comply with the Techno Wind Foil 130 technical specifications as approved by WS.

# **Section F – Rig**

## **F.1 GENERAL**

All parts of the **Rig** and its associated fittings are to be produced by licensed manufacturers unless specified otherwise in C.9.1.

### **F.1.1 PARTS**

- (a) 430 One Design Mast
- (b) 460 One Design Mast
- (c) 490 One Design Mast
- (d) 185 – 235 One Design Boom
- (e) 205 – 255 One Design Boom
- (f) One Design Extension
- (g) **Mast** base and associated fittings

## **F.2 IDENTIFICATION**

The top and bottom sections of the mast may carry an engraved serial number issued by the manufacturer.

## **F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

**Mast** and **Boom** shall comply with the Techno Wind Foil 130 technical specifications as approved by WS.

# **Section G – Sail**

## **G.1 GENERAL**

All parts of the **Sail** and its associated fittings are to be produced by licensed manufacturers unless specified otherwise in C.10.1.

### **G.1.1 PARTS**

- (a) 5.6 sq.m One Design sail
- (b) 5.8 sq.m One Design sail
- (c) 6.3 sq.m One Design sail
- (d) 6.8 sq.m One Design sail
- (e) 7.0 sq.m One Design sail
- (f) 7.8 sq.m One Design sail
- (g) Battens and tensioners
- (h) Camber Inducers
- (i) Spacers

## **G.2 IDENTIFICATION**

(a) **Sails** may carry a unique serial number in the **tack** applied by the manufacturer.

## **G.3 MATERIALS, CONSTRUCTION and DIMENSIONS**

The **sail** and battens shall comply with the Techno Wind Foil 130 technical specifications as approved by World Sailing.