

Campionati Italiani Giovanili Classi in Singolo

Question for Officials

Date: 2025-09-06

Question No: 06

Question For: Protest Committee

Question:

ENG Question for the international Class:

2 Technical question:

Is there any rule that forbid to modify the boat configuration as follows:

- 1- A boat has put a sticker on the screw connecting the vertical with the horizontal blade.
- 2- The area of the wand is smaller than the original one sold by the official importer.

This request is a mandatory procedure by the RRS 63.5 d, as such an hearing has been suspended and is waiting for the class / CT interpretation.

Answer:

The rules are closed class rules, so anything not expressly permitted is prohibited. This is stated clearly at the beginning of the rules.

There is no rule that permits a sticker on the screw connecting the foils. Therefore, that action is prohibited. Assessing whether this rule has been broken is clearly very simple.

There is no rule permitting modification of the wand paddle. Therefore, that action is prohibited.

The competitor may argue the wand paddle was damaged so they sanded it. Repair, as defined in the ERS, is permitted. Among other things, repair requires the part to be returned to the "original condition and shape". If the wand paddle is not of the original shape, it is outside the scope of repair and therefore illegal.

How can you tell the part has been modified? There are some small tolerances in the manufacture-supplied part. The best way to be sure is to compare the part in question to a sample of other wand paddles (preferably new wands). If the part in question is clearly outside of the others in the sample, the jury can be satisfied it has been modified. There is no guidance on sample size - clearly a larger sample is more reliable, but modification

may be obvious with a small sample.

The penalty is disqualification, unless the race documents state that the penalty for breaches of a class rule may be less than disqualification.

If that is the case, we are dealing with the DP.

There were no Standard Penalties published for this event, as far as I understand. There are no default Standard Penalties in the class rules.

According to the [World Sailing Discretionary Penalty Guidelines](#):

Modification of manufacturer supplied or controlled parts is a band 3. If the jury believe the modification was deliberate, I would encourage the jury to apply the maximum penalty in band 3 or would support increasing the penalty to band 4. That is a jury decision.

Prohibited fairing or refinishing of foil finishes is a band 4. I am satisfied the addition of tape over the bolt amounts to fairing under the ERS, so this should be considered the correct option. Again, if this is found to be deliberate (I cannot see an alternative) I would support a decision to apply the upper limit, but that is a jury decision.

According to the guidance, the penalty should be applied to all races that day as these modifications certainly affect racing performance.

If it is concluded that both modifications were deliberate and both were the same competitor, I would highlight the seriousness of the matter to the jury.

Thank you,

Martin Evans
WASZP Class Manager