

Wayfarer

International

Class Rules

April 2009: Authority: Wayfarer International Committee

Please note:

Length measurements are in millimetres (with Imperial in brackets).

Weight measurements are in kilograms (with pounds in brackets).

Volume measurements are in litres (with English gallons in brackets).

Glossary of Abbreviations used in these Rules:

CWA = Canadian Wayfarer Association

GRP = glass fibre reinforced plastics

ISAF = International Sailing Federation

Mk = Mark

NCA = (Wayfarer) National Class Association

SD = self-draining

SWS = Skandinavisk Wayfarer Sammenslutning

UKWA = United Kingdom Wayfarer Association

USWA = United States Wayfarer Association

WIC = Wayfarer International Committee

SECTION I - INTENTION AND INTERPRETATION

- 1.1** The intention of the class rules is to ensure racing within the class on even terms whilst maintaining the boat's characteristics of constructional strength, ease of handling, suitability for family sailing and day cruising and moderate cost.
- 1.2** The official language of the class is English and in the event of dispute over interpretation the English text shall prevail.
- 1.3** These rules are complementary to the official drawings and specifications. Any interpretation shall be made by the governing Wayfarer National Class Association (NCA) which shall subsequently notify the Wayfarer International Committee (WIC).
- 1.4** The constitution of the WIC governs the procedure for changing any of these rules.
- 1.5** The official drawings and specifications are made and the class rules are enforced (or their enforcement may be waived) without responsibility on the part of any member of the WIC, or any member of any NCA or the designer of the Wayfarer, or the copyright holder for the time being of the Wayfarer design, for any injury, loss or damage howsoever caused.

SECTION II - PROTECTION OF ONE DESIGN AND MEASUREMENT

CONDITIONS OF BUILDING AND CONSTRUCTION

- 2.1** Only professional builders holding licences from the copyright holders of the Wayfarer design are entitled to manufacture constructor's kits or build Wayfarer dinghies. A list of such licensees is obtainable from the NCAs. The assembly of boats from constructor's kits or sub-assembled hulls may be performed by amateur builders.
- 2.2** Licensees are required by the licence to produce boats and constructor's kits and parts in accordance with the official drawings and the specifications, issued by the copyright holders to the licensees, WIC and the NCAs, and with these rules.
- 2.3** Hulls and other components moulded in glass fibre reinforced plastics (GRP) shall originate only from official moulds. These are moulds registered by the copyright holders as having been derived from the master plugs or official drawings. An NCA shall have the right to measure these moulds.
- 2.4** Boats built from constructor's kits shall be assembled from components supplied by the licensees and shall closely comply with the official drawings. Wooden hulls built from constructor's kits shall be built only on registered jigs supplied on loan with the kit. The use of other jigs or components or materials is prohibited. The following wooden items are exempted from the requirements of this rule: centreboards, rudder blades, rudder stocks, masts and booms, but shall comply with the relevant rules 17, 18, 26, 27.

2.5 Deviations from the official drawings and specifications are prohibited save for the following:

- (a) Running rigging arrangements;
- (b) Tiller and tiller extensions;
- (c) Fittings;
- (d) Reinforcement pads for fittings;
- (e) Doublers, tingles or patches required for repairs;
- (f) Normal manufacturing tolerances not specifically controlled by the measurement controls in Section III of these Rules;
- (g) Relaxations or changes made to these rules or the official drawings subsequent to the boat first being measured.

This rule also applies to repairs which shall additionally comply with Rule 5 and the Rules of Section III.

2.6 Subject to Rule 2.5, amateur or unlicensed builders may carry out repairs and the replacement of wood parts which have deteriorated.

2.7 Any repairs and or replacement of wooden parts which involve the removal of any bulkheads, transom, framing, stringers, hog, and centreboard case or any substantial part thereof, and or employs any jig, framework or other such device to maintain the boat's shape shall not be undertaken without prior authorization from the NCA except when this work is undertaken by a licensed builder.

2.8 Any work undertaken as defined in 2.7 shall ensure that the original hull shape is maintained and or the hull shape and materials meet specification.

REGISTRATION

3.1 The licensee is required by the licence to pay, on each boat or kit sold, the NCA registration fee and membership subscription for one year.

3.2 The boat will then be entered in the register maintained by the NCA. On notification of change of ownership the NCA will amend the register without charge.

3.3 A boat built in a country having no NCA shall be registered with the WIC which shall act as its NCA for the purposes of Rules 2, 4 and 5.

CERTIFICATE

4.1 No boat shall be allowed to race as a Wayfarer unless it is registered with an NCA in the name of the current owner and has a valid buoyancy and measurement certificate (hereafter referred to as the certificate). The initial certificate shall be issued by the NCA on receipt from the owner, or his representative, of two copies of an official class measurement form properly completed in accordance with rule 5. One copy will be returned to the owner with his certificate. On change of ownership a fee is payable to the NCA for the issue of a new certificate.

4.2 To be valid, a certificate shall contain a buoyancy test endorsement dated within the previous 12 months and shall be up to date in all respects.

MEASUREMENT PROCEDURE

5.1 This is a one-design class. Measurement tolerances are intended to allow for genuine building errors and shall not be deliberately used to alter the design. Measurement shall be carried out using these rules. The measurer shall report on the measurement form anything which he considers to be a departure from the intended nature and design of the boat or to be against the general interest of the class.

5.2 Only measurers individually approved by the NCA, or belonging to groups specified by the NCA, shall be authorised to measure Wayfarers. Payment for the measurer's services shall be the responsibility of the owner.

5.3 A measurer shall not be authorised to measure a boat owned or built by himself or in which he has a vested interest.

5.4 Two copies of the official class measurement form properly completed in accordance with these rules shall be signed by the builder, official measurer and owner.

5.5 All sails shall be measured. Conforming sails shall be signed and dated by the measurer, and in countries using official stamps, shall also be stamped by the measurer.

COMPLIANCE WITH RULES

5.6 The current rules which are not printed in italics shall apply to all boats; except that if a boat made prior to the effective date of the current rules fails to comply with any measurement control in Section III, it shall in this respect comply with the corresponding rules in force at the time when the boat was made.

5.7 The current rules which are printed in italics shall apply to all boats irrespective of date of manufacture or installation of equipment.

5.8 Any alteration or replacement shall comply with the rules current at the time of the alteration or replacement.

5.9 Certain measurements are required to be officially measured and entered in the measurement form, but this does not exonerate non-compliance with the remaining measurement rules.

5.10 It shall be the responsibility of the owner to ensure that the boat is measured and to ensure that it continues to comply with the class rules.

REMEASUREMENT

5.11 Any certified boat shall be liable to remeasurement at the discretion of the NCA or race committee, but only by an approved measurer.

5.12 The certificate is liable to be invalidated by repairs or replacements to items covered by the measurement rules. The boat shall be remeasured in respect of the affected part by an official measurer and the certificate endorsed accordingly. Repairs or replacements will normally be recorded on an official measurement form but in these cases the forms are not required to be recorded with the NCA.

RULINGS AND DISPENSATIONS

5.13 Cases of doubt regarding compliance with the class rules shall be referred to the committee of the NCA who shall give a ruling.

5.14 An NCA is empowered to grant dispensation in exceptional cases where this is considered to be in the interests of the class. Any such dispensation shall be recorded on the certificate of the boat concerned.

5.15 Rulings under 5.13 and dispensations under 5.14 shall be communicated to the WIC by the NCA concerned.

5.16 The re-registration of a boat shall be permitted, and a licence plate issued, given the following conditions:

- (a) When proof of registration has been lost.
- (b) Confirmation of ownership has been verified by the NCA.
- (c) The boat is measured and conforms to the class rules in full.
- (d) The NCA is informed that the ruling 5.16 is being sought prior to measurement.
- (e) The boat number issued shall be prefixed by numeral '0'.
- (f) The number shall also be permanently etched into the GRP in a clearly visible position.
- (g) A class measurer shall confirm to the NCA that the licence plate is fixed to the hull and rule 5.16 (f) is complied with before a certificate is issued.

SECTION III - MEASUREMENT CONTROLS

6. TERMINOLOGY

6.1 In the following Measurement Rules the term Mark I shall refer to Wayfarers of wood, G.R.P. or composite construction having full depth forward bulkheads jointed to the underside of the foredeck to form the bow buoyancy compartment; the suffix A shall refer to an alternative version of G.R.P. construction having the bow buoyancy compartment divided horizontally to form two separate compartments.

The term Mark II shall refer to Wayfarers of composite or G.R.P. construction having a forward buoyancy compartment moulding incorporating a part-depth forward bulkhead and horizontal stowage area. The suffix SD shall refer to alternative versions of composite or G.R.P. construction having a self-draining cockpit floor moulding.

The term Mark III SD shall refer to Wayfarers of G.R.P. construction which are manufactured only in Canada. This design has one inner moulding for the floor, forward buoyancy, side decks, and aft locker excluding locked lid, plus additional mouldings under this inner moulding.

Series II shall refer to a minor variation on Marks I and II due to the need for replacement tooling.

The + S has foam construction in the hull and full deck forward bulkheads jointed to the underside of the foredeck to form the bow buoyancy compartment.

The term Wayfarer World shall refer to Wayfarers of G.R.P. construction having one inner moulding for the SD cockpit floor, forward buoyancy and side decks, plus additional mouldings under this.

The term Mark IV shall refer to Wayfarers of G.R.P. or foam sandwich construction having one inner moulding for the SD cockpit floor, the transom forming part of the deck moulding.

6.2 The use of the words "maximum" and "minimum" relating to measurements in these rules shall mean that these are the greatest or smallest measurements permitted in each case.

7. ONE-DESIGN INTERPRETATION

Each boat shall comply with the official drawings for its specific Mark and constructional type. Variants using alternative features selected from different Marks and constructional types are prohibited. The permitted designs are:

- | | |
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| (a) Mark I wood construction. | (b) Mark I G.R.P. construction. |
| (c) Mark I composite construction. | (d) Mark IA G.R.P. construction. |
| (e) + S G.R.P. construction. | (f) Mark II G.R.P. construction. |
| (g) Mark II composite construction. | (h) Mark II self-draining (SD) G.R.P. construction. |
| (i) Mark II SD composite construction. | (j) Mk III SD G.R.P. construction. To be registered with CWA or USWA. |
| (k) Series 2 Mark 1A G.R.P. construction. | (l) Series 2 Mark 1A Composite construction. |
| (m) Series 2 +S G.R.P. construction. | (n) Series 2 +S Composite construction. |
| (o) Series 2 Mark II GRP construction. | (p) Series 2 Mark II Composite construction. |
| (q) Wayfarer World GRP construction | (r) Wayfarer World +S GRP Construction |
| (s) Mark IV GRP construction | (t) Mark IV +S GRP construction |

HULL CONFIGURATION CONTROLS

8. LENGTH MEASUREMENTS

8.1 All length measurements under Rule 8 shall be taken from main aft face of transom.

8.2 Length overall. Excluding fittings. 4814 +/- 26 (15'9½" +/- 1")

(MK III only). Length overall. Excluding fittings. 4832 +/- 26 (15'10¼" +/- 1")

(Wayfarer World and Mark IV only). The hull and deck shall not deviate from the official moulds and drawing.

8.3 Transom to main forward face of aft bulkhead. 788 +/- 20 (2'7" +/- ¾")

8.4 (Wood boats only) Transom to aft face of midships deck knee. 2058 +/- 20 (6'9" +/- ¾")

(G.R.P. and composite boats only) Transom to aft edge of thwart. 2058 +/- 20 (6'9" +/- ¾")

(Wayfarer World only). Transom to aft edge of thwart. 2100 +/- 20 (6'11" +/- ¾")

(Mark IV only) Transom to aft edge of thwart to be in accordance with Mark IV drawings.

8.5 (Mark I, +S and Mark IA only). Transom to aft face of forward bulkhead. 3455 +/- 20 (11'4" +/- ¾")

(Mark II only) Transom to aft face of forward bulkhead at 20 (¾") from the uppermost edge of the moulding at 115 (4½") from the centreline. 3310 +/- 20 (10'10.3/8" +/- ¾")

8.6 (Mark IV only). If a gunwale-to-gunwale scribe line is visible, it must be no more than 5mm from the transom. If a gunwale-to-gunwale scribe line is not visible, 2 ticks at each chine must be visible.

9. BEAM MEASUREMENTS (G.R.P. and Composite boats only)

9.1 All beam measurement points under Rule 9 shall be measured from main aft face of transom.

9.2 Beam measurements under Rule 9 shall be to outer edge of deck, excluding rubbing strakes or fendoffs.

9.3 Beam at 788 (2'7") from transom measured from edge of deck to edge of deck. 1670 +/- 13 (5'5¾" +/- ½")

(Mk III only) Beam at 788 (2'7") from transom. 1702 +/- 13 (5'7" +/- ½")

9.4 Beam at 2058 (6'9") from transom. 1855 +/- 13 (6'1" +/- ½")

(Mk III only) Beam at 2058 (6'9") from transom. 1880 +/- 13 (6'2" +/- ½")

9.5 Beam at 3455 (11'4") from transom. 1422 +/- 13 (4'8" +/- ½")

(Mk III only) Beam at 3455 (11'4") from transom. 1461 +/- 13 (4'9½" +/- ½")

9.6 (Wayfarer World and Mark IV only). The hull, deck and gunwale shall not deviate from the official moulds.

10. SECTION MEASUREMENTS (Wood boats only)

10.1 At outside transom.

(a) Beam to edge of deck. Excluding gunwale rubbing strake and fendoff. 1277 +/- 13 (4'2¼" +/- ½")

(b) Beam at angle of upper chines. To outside skin. 1156 +/- 13 (3'9½" +/- ½")

(c) Beam at angle of lower chines. To outside skin. 838 +/- 13 (2'9" +/- ½").

(d) Depth, from edge of deck to upper surface of keel. 362 +/- 13 (1'2¼" +/- ½")

(e) Depth, from angle of lower chines to upper surface of keel. 77 +/- 13 (3" +/- ½")

10.2 At forward face of aft bulkhead.

(a) Depth. Upper edge of bulkhead to upper surface of hog, forward of adjacent floor bearer. 407 +/- 13 (1'4" +/- ½")

(b) Beam to edge of deck. Excluding gunwale rubbing strake and fendoff. 1670 +/- 13 (5'5¾" +/- ½")

10.3 At aft face of midships deck knee.

(a) Beam to edge of deck. Excluding gunwale rubbing strake and fendoff. 1855 +/- 20 (6'1" +/- ¾")

(b) Beam at upper chines. To inside skin at upper edge of chine stringers. 1607 +/- 20 (5'3¾" +/- ¾")

(c) Beam at lower chines. To inside skin at upper edge of chine stringers. 1270 +/- 20 (4'2" +/- ¾")

(d) Upper hull panel width. From underside deck at inside edge of gunwales, to skin at upper edge of upper chine stringer 344 +/- 13 (1'1½" +/- ½")

(e) Lower hull panel width. From upper inside edge of upper chine stringer to skin at upper edge of lower chine stringer. 216 +/- 13 (8½" +/- ½")

(f) Depth, from edge of deck to upper surface of hog. 585 +/- 20 (1'11" +/- ¾")

10.4 At aft face of forward bulkhead.

(a) Beam to edge of deck. Excluding gunwale rubbing strake and fendoff. 1422 +/- 13 (4'8" +/- ½")

(b) Beam at upper chines. To inside skin at upper edge of chine stringers. 1163 +/- 13 (3'9¾" +/- 1/2")

(c) Beam at lower chines. To inside skin at upper edge of chine stringers. 877 +/- 13 (2'10½" +/- 1/2")

(d) Depth at upper chine. From inside upper corner of chine stringer to upper surface of hog. 324 +/- 13 (12¾" +/- ½")

(e) Depth at lower chine. From inside upper corner of chine stringer to upper surface of hog. 146 +/- 13 (5¾" +/- ½")

11. KEEL

11.1 Width. Between side faces for a distance of 3963 (13'0") from the transom shall be 73 (2.7/8") minimum.

11.2 Depth. From the underside of skin to underside of keel for a distance of 4267 (14'0") from the transom shall be 15 (5/8") minimum.

11.3 Outer corner radius. 12 (½") maximum.

11.4 Keel band.

- (a) *Shall be fitted the entire length of keel and stem to stemhead or stemhead fitting, and on both sides of the centreboard slot.*
- (b) *Material. Durable corrosion resistant metal.*
- (c) *Thickness. 7 (1/4") maximum.*
- (d) *Width. 20 (3/4") maximum.*
- (e) *Additional keel bands. May be fitted, but their weight shall not be included in the hull weight (Rule 25) and they shall comply with Rules 11.4 (b), (c) and (d).*

12. BILGE KEELS

- 12.1** *Length. 1994 +/- 26 (6'6 1/2" +/- 1")*
- 12.2** *Width. 32 +/- 4 (1 1/4" +/- 1/8")*
- 12.3** *Thickness. 26 +/- 4 (1" +/- 1/8")*
- 12.4** *Distance from keel. Measured on hull surface. 432 (1'5") minimum.*
- 12.5** *Fairing at ends. 102 (4") maximum length.*
- 12.6** *Outer corner radius. 12 (1/2") maximum.*
- 12.7** *Mark IV to be in accordance with the official drawings.*

13. GUNWALE STRUCTURE

Gunwale assembly, and fend-off if fitted, shall conform to the official drawing, Sheet No 33. The cross section shall be substantially constant from stem to transom except that it may be tapered at the ends for a maximum of 102 (4"). (Mk III, Mk IV and Wayfarer World only.) The gunwale assemblies shall not deviate from the official moulds and drawing. The fend-off, if fitted, shall be of uniform section for the full length of the boat except for 102 (4") at bow and stern, and shall not extend by more than 22 (7/8") from the GRP surface of the gunwale produced by the official moulds.

14. CENTREBOARD CASE

- 14.1** *Internal width. 29 (1.1/8") maximum. Packing pieces of constant sectional shape and maximum depth 26 (1") applied to the top of the centreboard box and the bottom of the centreboard slot shall be permitted.*
- 14.2** *Slot in keel.*
 - (a) *Forward end to outside transom, measured along keel. 2744 (9'0") maximum.*
 - (b) *Aft end to outside transom, measured along keel. 1448 (4'9") minimum.*
- 14.3** *Centreboard bolt.*
 - (a) *Aft edge to aft end of centreboard slot, thence along keel to aft face of transom. 2629 +/- 13 (8'7 1/2" +/- 1/2")*
 - (b) *Lower edge to underside keel. 89 +/- 7 (3 1/2" +/- 1/4")*

15. APERTURES IN HULL SKIN

- 15.1** No apertures in the hull skin shall be permitted save for those listed in Rule 15.
- 15.2** Centreboard slot. Permitted in accordance with Rule 14.
- 15.3** Self-bailers. Maximum number permitted shall be two. Maximum aperture in hull skin for each. 7100 sq. mm. (11 sq. in.).
- 15.4** Bilge pump outlets. In topsides only. Maximum number permitted shall be two. Maximum diameter of each 26 (1").
- 15.5** Drain holes in transom. Maximum number permitted shall be four. Maximum diameter of each 26 (1").
- 15.6** Drain holes in bottom (not permitted in SD versions). Maximum number permitted shall be two. Maximum diameter of each 26 (1").
- 15.7** (Mark IISD and Mark III only). Drain tube outlet ports in transom. Maximum number permitted shall be two. Maximum diameter of each 112mm (4.3/8"). Outlet ports shall be connected with the cockpit in a watertight manner by tubes of maximum diameter 112mm (4.3/8"). (Wayfarer World only.) Two drain apertures in transom. Maximum dimensions 210 x 75 (8 1/4" x 3"). (Mark IV only) Drain outlet ports in transom. Maximum dimensions in accordance with the official drawing. Shall be connected with the cockpit in a watertight manner.
- 15.8** (Wood boats only). Bow attachment point. A transverse hole shall be permitted at the bow. It shall not affect the efficiency of the bow buoyancy compartment.
- 15.9** (Wayfarer World only) Single hole to accommodate asymmetric pole maximum 60 mm in the vertical and horizontal plane.

16. PROJECTIONS BEYOND HULL SKIN

The only permitted projections shall be -

- (a) *Bow fitting. Maximum projection beyond stem 13 (1/2")*
- (b) *Spinnaker sheet retaining hooks. One, maximum projection from stem 77 (3"). Spinnaker sheet reaching hooks not extending outboard beyond the outer edge of the gunwale rubbing strake.*
- (c) *Gunwale rubbing strakes. In accordance with Rule 13.*
- (d) *Resilient fendoffs. In accordance with Rule 13.*
- (e) *Cleats or eyes for fastening covers or lifelines. None shall project forward of the stem band.*
- (f) *Keel and bilge keels. In accordance with Rules 11 and 12.*
- (g) *Stem band, keel bands and bilge keel bands. In accordance with Rules 11.4 and 12.8*

- (h)** *Hauling-out plate or eyebolt.*
- (i)** *Rudder hangings and rudder retaining clip.*
- (j)** *Name plates.*
- (k)** *Drain plugs. In accordance with Rule 15.5 and 15.6*
- (l)** *Self-bailers. In accordance with Rule 15.3*
- (m)** *Pump outlets. In accordance with Rule 15.4*
- (n)** *Overlap of deck moulding in G.R.P. boats.*
- (o)** *Pad for outboard motor.*
- (p)** *Rowlock sockets, abaft transom for steering oar. Maximum number two. Shall not be used when racing.*
- (q)** (Mk IISD, Mk III, Mk IV and Wayfarer World only). *Transom flaps. Maximum number two. To close drain ports permitted by Rule 15.7.*
- (r)** (Wayfarer World only) *Asymmetric pole shall not project further than 1250 (4' 1¼") from deck overhang.*
- (s)** (Wayfarer World only) *Asymmetric pole shall be retracted and secured when class racing.*

17. CENTREBOARD

- 17.1** *Material. Shall be solid or laminated wood or G.R.P. and shall comply with the official drawings and specifications.*
- 17.2** *Profile. (including any protective bands). Shall conform to official drawing.*
- 17.3** *Thickness. (Including protective coating). Shall be uniform. Maximum 21 (13/16"), minimum 17 (11/16") except for permitted chamfer and packing.*
- 17.4** *Chamfer. Shall not extend more than 64 (2½") from any edge.*
- 17.5** *Edges. May be protected by metal or plastic bands of 10 (3/8") maximum thickness.*
- 17.6** *Surface. Wooden centreboards complying with Rule 17 may have G.R.P. protection of approximately uniform thickness added. They shall then comply with Rule 17 in all respects.*
- 17.7** *Weight. Shall not exceed 6.123 (13.1/2 lbs). Weight concentration in any particular part of the centreboard is prohibited. This may be checked by flotation.*
- 17.8** *Angle. It shall not be possible to lower the centreboard beyond a position in which its leading edge is raked aft at an angle of 83 degrees to the tangent to the under surface of the keel at its point of intersection with the centreboard's leading edge.*
- 17.9** *Depth. When fully lowered the bottom of the centreboard shall be not less than 965 (3'2") or more than 1008 (3'3.5/8") to underside of keel excluding the keel band.*
- 17.10** *A packing piece or packing pieces of equal thickness applied to each side of the centreboard shall be permitted. These will be included in the weight of the board. They shall not extend below the keel line with the board in any position.*

18. RUDDER BLADE

- 18.1** *Material. Shall be solid or laminated wood or GRP and shall comply with the official drawings and specifications.*
- 18.2** *Profile. (Including any protective bands). Shall conform to official drawings.*
- 18.3** *Thickness. (Including any protective coating). Shall be uniform. Max. 21 (13/16"), minimum 14 (9/16") except for permitted chamfer.*
- 18.4** *Chamfer. Shall not extend more than 51 (2") from any edge.*
- 18.5** *Edges. May be protected by metal or plastic bands of 10 (3/8") maximum thickness.*
- 18.6** *Surface. Wooden rudder blades complying with Rule 18 may have G.R.P. protection of approximately uniform thickness added. They shall then still comply with Rule 18 in all respects.*
- 18.7** *Packing pieces of equal thickness applied to each side of the rudder blade shall be permitted. They shall not extend below the bottom of the rudder stock. The total thickness of the packing and blade shall not exceed 22mm.*

18A. RUDDER STOCK

Material shall be wood or metal.
Wooden stocks shall comply with the official drawings and specifications. Metal stocks shall conform to the intention of the Class Rules (Rule 1.1) and shall be of a design approved by the local NCA.

DECKS AND INTERNAL LAYOUT CONTROLS

19. DECKING

- 19.1** *Foredeck*
 - (a)** *Stemhead to aft edge foredeck 102 (4") from centreline. 1715 +/- 39 (5'7½" +/- 1½")*
(MK III only) *Stemhead to aft edge foredeck 102 (4") from centreline. 1765 +/- 13 (5'9½" +/- ½")*
 - (b)** *Stemhead to extreme aft edge at gunwale. 2223 +/- 39 (7'3½" +/- 1½")*
(MK III only) *Stemhead to extreme aft edge at gunwale. 2286 +/- 13 (7'6" +/- ½")*
 - (c)** (Wayfarer World and Mark IV only). *Shall be in accordance with the official approved mould and drawing.*

19.2 Sidedecks. Aft of thwart. Width measured at right angles to tangent to outer edge, excluding gunwale rubbing strake.

210 +/- 13 (8¼" +/- ½")

(MK III only) Aft of thwart. Width measured at right angles to tangent to outer edge, excluding gunwale rubbing strake.

229 +/- 7 (9" +/- ¼")

(Wayfarer World and Mark IV only). Shall be in accordance with the official approved mould and drawing.

19.3 Aft buoyancy tank deck. (Mk. 1 only).

(a) Shall be flat.

(b) Shall nowhere be more than 51 (2") below the level of the upper surface of the adjacent sidedecks.

19.4 Aft buoyancy tank deck. (Mk IA, Mk II, Mk IISD and Mk IV only) Shall be the official aft buoyancy tank moulding.

19.5 (Wayfarer World only). Aft tank omitted.

20. APERTURES IN DECKS AND BULKHEADS

20.1 No holes through the decks or bulkheads (including the cockpit floor in SD versions, Mark IV and Wayfarer World) shall be permitted save for those listed in Rule 20. When bushes or fittings are inserted, the areas measured shall be those of their internal dimensions.

20.2 Hatches. Shall be permitted in accordance with Rule 21.

20.3 Holes for fastenings used to attach fittings.

Shall be 13 (½") maximum diameter and shall be sealed to maintain watertightness of buoyancy compartments.

20.4 In foredeck. Two holes of maximum aggregate diameter 26 (1"). Neither of these holes shall be centred more than 64 (2½") from the mast recess.

20.5 Shroud plate apertures. Shall be close fitting. The shrouds shall not be permitted to pass through the deck.

20.6 (Excluding Wayfarer World and Mark IV). In each side deck structure, apertures shall be permitted in the horizontal and vertical surfaces as follows:

(a) Jib sheet control ports. Aggregate area in horizontal surface 2258 sq. mm. (3½ sq. in.) maximum. Aggregate area in vertical surface 2258 sq. mm. (3½ sq. in.) maximum.

(b) Rowlock socket. One only, of 26 (1") maximum diameter. The rowlock socket in the Wayfarer World and Mk IV must be sealed.

(c) Spinnaker sheet control ports. Aggregate area (in horizontal and vertical surfaces together) 1290 sq. mm. (2 sq. in.) maximum.

(d) Handhole. (In Mk IA, Mk II and Mk IISD only). One only, extending not more than 686 (2'3") from the transom. Maximum length 203 (8"). Maximum width 51 (2")

(e) Hole for attaching a mainsheet bridle, one only. Maximum diameter 13 (½")

20.7 In the forward bulkhead. Not more than two drain holes, each of maximum diameter 26 (1").

20.8 In the aft bulkhead.

(a) Not more than two drain holes, each of maximum diameter 26 (1"), below the level of the cockpit floor.

(b) (Mark II SD versions only.) Not more than two drainholes, each of maximum diameter 26 (1"), above the level of the cockpit floor.

(c) (Mark IISD and Mark III only). Not more than two inlet ports each of maximum diameter 112 (4.3/8") connected in a watertight manner with the transom by the tubes permitted by Rule 15.7.

20.9 Closure. All apertures into buoyancy compartments shall be effectively closed in a watertight manner when racing.

21. HATCHES

21.1 In forward bulkhead. (Obligatory in Mk I only. Optional in + S)

(a) Width of hatch opening. 508 +/- 26 (1'8" +/- 1")

(b) Depth of hatch opening. 305 +/- 26 (1'0" +/- 1")

21.2 In forward bulkhead. (Mk IA only)

(a) Width of upper and lower hatch openings. 648 +/- 26 (2'1½" +/- 1")

(b)(i) Depth of upper hatch opening. 210 +/- 26 (8¼" +/- 1")

(b)(ii) Depth of lower hatch opening. Maximum 261 (10¼").

21.3 In forward bulkhead.

(Mk II and Mk IISD only). One or two circular inspection ports shall be fitted. Their openings shall be 127 +/- 32 (5" +/- 1¼") in diameter and their centres shall be within 153 (6") of the upper edge of the bulkhead and within 203 (8") of the centreline.

(MK III only) One or two circular inspection ports shall be fitted. Their openings shall be 127 +/- 32 (5" +/- 1¼") in diameter and their centres shall be within 254 (10") of the centreline and not less than 76 (3") from floor level.

21.4 In aft deck.

(a) Width of opening. 623 +/- 39 (2'0½" +/- 1½")

(b) Length of opening. 344 +/- 45 (1'1½" +/- 1¾")

(c) (Series 2 only). As alternative, a circular hatch, 127 +/- 32 (5" +/- 1¼") in diameter, may be fitted.

21.5 In cockpit floor (Mark II SD only) one hatch of an approved type.

(a) Width of hatch opening. 165 +/- 13 (6½" +/- ½")

(b) Length of hatch opening. 127 +/- 13 (5" +/- ½")

or

(c) 146 +/- 32 (5 ¾" +/- 1¼") in diameter.

21.6 Hatch covers. Shall close the hatches in a watertight manner when secured by the hatch fasteners normally fitted to the boat.

21.7 Forward hatch cover. (Mk. I and + S only)

(a) One circular watertight inspection port may be fitted in the forward bulkhead or its hatch cover, with its centre approximately on the vertical centreline of the hull and not more than 407 (1'4") from the underside of the deck. Its opening shall be 127 +/- 32 (5" +/- 1¼").

(b) The hatch cover may be permanently secured in a watertight manner, using additional fastenings. If so closed, it shall be fitted with an inspection port as in Rule 21.7(a).

21.8 (Wayfarer World and Mark IV only). No more than 6 circular watertight inspection ports may be fitted to a maximum diameter of 159 (6¼").

21.9 (MK III only) In centreboard trunk. One circular watertight inspection port located on each side of the centreboard trunk. Each opening shall be 127 +/- 32 (5" +/- 1¼") in diameter.

22. THWARTS AND BENCHES

22.1 Centre thwart. (Wood boats only). Height of upper surface above hog. 432 +/- 26 (1'5" +/- 1").

22.2 Side Benches.

(a) Shall be slatted, and in accordance with official drawings applying to specific version of boat.

(b) Overall plan width. 204 (8") minimum. (Wayfarer World and Mk IV excluded). (Mk III only) Overall plan width 191 (7½") min.

(c) Thickness. 19 (¾") minimum. (Wayfarer World and Mark IV excluded).

(d) Distance between inner edges of opposite side benches. 991 (3'3") maximum. (Wayfarer World and Mark IV excluded).

(e) Forward side benches shall be fitted in position when racing. Aft side benches may be removed.

(f) (Wayfarer World and Mark IV only). Shall be from the official mould as specified in the approved drawings.

23. FLOORBOARDS (Wayfarer World, Mark IV and SD versions excluded).

23.1 Position. Shall be fitted when racing, but shall be removable.

23.2 Material. Shall be plywood or G.R.P. of minimum thickness 8 (5/16"). Solid timber stiffening or framing permitted.

23.3 Number. Not more than three on each side of the centreline.

23.4 Apertures permitted for access to fixings and fittings and for finger holes where reasonable.

23.5 Extent. Shall be substantially in accordance with official drawings applying to specific version of boat.

24. SHROUD PLATES

24.1 Distance from outside transom to centre of pin hole in each shroud plate. 2743 (9'0") maximum.

24.2 Distance athwartships between centres of pin holes in opposite shroud plates. 1575 (5'2") minimum.

HULL WEIGHT CONTROLS

25. HULL WEIGHT

25.1 Condition during weighing.

(a) All external and internal surfaces shall be dry, to the satisfaction of the measurer.

(b) No fitting shall be weighed with the hull unless it is securely bolted, screwed, bonded or otherwise fixed to the boat as permanent equipment to be carried when racing. Fittings not listed in 25.1(c) and (d) shall not be included in the measured weight.

(c) Items which shall be included during weighing:

Centreboard.

Forward side benches.

Bow plate.

Mast step.

Sheet horse.

Stem band and keel band [see Rule 11.4(e)].

Hatch covers.

Floorboards

Centreboard pivot bolt.

Rudder hangings.

Shroud plates.

(d) Items permitted to be included during weighing:

Inspection port covers.

Rigidly attached sheet fairleads.

Rowlock sockets.

Not more than four lifting handles.

Mooring and forestay cleats.

Cleats or eyes for fastening covers or securing oars or anchor or motor.

Toe-straps with fittings.

Fixed metalwork and fittings.

Mast pivot pin.

Sheet cleats.

Drain sockets.

Bow fairlead.

Two self-bailers.

Fendoff.

Clamps or turnbuttons for attaching side benches or floorboards or hatches.

(e) Items excluded from measured weight:

Aft side benches.

Sheets.

Tiller.

Additional main keel bands. [see Rule 11.4(e)].

(Wayfarer World only) **Asymmetric pole** (Boat to be weighed with pole. Measurer to subtract 1.4 kg to exclude pole weight)

Detachable blocks.

Rudder.

Spars.

25.2 Minimum weight. In condition specified in rule 25.1:

- (a) All versions 182.3 kg (402 lbs) including floor boards
- (b) Versions (a-g) (k-p) 168.7kg (372lbs) excluding floor boards

25.3 Weight correction. Hulls weighing less than that specified under 25.2 and in the condition specified in 25.1 shall be made up to the required minimum weight by weight correctors made of any material, but of total weight not exceeding 6.8 kg (15 lbs). Weight correctors shall be fastened to the underside of the centre thwart.

25.4 Reduction of weight correctors. Shall not be permitted without an official reweighing.

25.5 Record of weight correction. Weight correctors shall be weighed separately and their weight entered on the Measurement Form.

25.6 Change in weight. Any permitted alteration to the hull or fittings resulting in a change in weight shall require an official reweighing.

RIG CONTROLS

26. MAST

26.1 Material. Shall be metal or wood.

26.2 Design of metal or wood masts. Shall comply with the official drawings. Heel may be tenoned.

26.3 Metal masts shall be made from extrusion weighing not less than 1.089 kg/m (0.732 lbs/ft).

26.4 Position of mast. Shall be determined by position of pivot holes in mast and kingposts, controlled by official drawings and Rule 26.5. The mast shall be secured by a bolt or pin of minimum diameter 6 (1/4") through the pivot holes and shall always be capable of being lowered without the removal of the pivot bolt or pin, or the adjustment, removal or disconnection of any mast restraining device attached to the hull at or below fore-deck level, other than kicking strap (boom vang) or halyards.

26.5 Pivot holes in king posts. Shall be:

(a) Centred 3163 +/- 13 (10'4 1/2" +/- 1/2") from outside of transom.

(b) Measured vertically below the sheer at the pin centreline 86 +/- 13 (3.3/8" +/- 1/2"). The sheer is the point at which the straight-line projection of the outer surface of the hull intersects with the upper surface of the deck.

(c) (MK III only) Centred 457 +/- 13 (1'6" +/- 1/2") above level of cockpit floor.

(d) Maximum diameter 16 (5/8").

26.6 Sail limit bands. Of distinctive colour, not less than 7 (1/4") wide. Shall be marked on the mast as follows:

(a) Band No 1 with its upper edge 707 +/- 3 (2'3.13/16" +/- 1/8") above the centre of pivot hole in mast.

(b) Band No 2 with its lower edge 4949 +/- 7 (16'2.13/16" +/- 1/4") above the centre of pivot hole in mast.

(c) Band No 3 with its lower edge not more than 5868 (19'3") above the upper edge of Band No 1

26.7 Extended line of forestay and jib luff. Shall meet the mast below the lower edge of Band No 2 at a point not more than 75 (2.95") below the lower edge of this band.

26.8 Spinnaker halyard. Shall be suspended from a bearing point not more than 39 (1 1/2") in any direction from the lower edge of Band No 2.

26.9 The height of the spreaders, at the centres of their roots, shall be 2529 +/- 51 (8'3 1/2" +/- 2") above the centre of the pivot hole in mast.

27. BOOM

27.1 Material. Shall be metal or wood.

27.2 Design of metal or wood booms. Shall comply with the official drawings, except that the boom wall forward of the sail limit band may have holes having a maximum aggregate area of 1290 sq. mm. (2 sq. in.) and aft of the sail limit band, some of the material may be cut away to accommodate a clew outhaul sheave.

27.3 Sail limit band No 4. Of distinctive colour not less than 7 (1/4") wide. Shall be marked on the boom with its inner edge not more than 3023 (9'11") from the aft edge of the mast and track when in position on gooseneck.

27.4 Length overall including fittings. 3175 +/- 26 (10'5" +/- 1")

27.5 No fittings, devices or material may be added to the boom, the purpose or effect of which is to increase the stiffness of the boom section.

28. SPINNAKER, ASYMMETRIC POLE and JIB STICK

28.1 Materials shall be metal or wood.

28.2 Spinnaker pole and Jib stick. Length overall. Shall not exceed 1982 (6'6")

28.3 Asymmetric pole (Wayfarer World only) Length overall shall not exceed 1685 mm (5' 6.5/16).

28.4 Asymmetric pole shall be 50mm diameter, 16-gauge grade 6082 T6 alloy.

29. RIGGING

29.1 Standing rigging. Shall be a forestay and two shrouds. Shrouds shall be linked to the mast by one pair of spreaders which shall not be equipped with controls suitable for adjusting their angle or effective length while sailing. The forestay shall be capable of supporting the mast at all times when sailing.

29.2 Effective length of standing rigging. Alteration shall be prohibited after the preparatory signal of a race, except in the case of breakage or failure in any part of the standing rigging.

29.3 Jib tack position. *The extended line of the luff of the jib shall meet the foredeck at a point not more than 13 (1/2") from its centre line and not more than 89 (3 1/2") from the extreme forward end of the hull, including fittings and stemband permitted by Rules 11.4 and 16.1(a).*

29.4 Mainsheet. *Shall not be taken to a centre mainsheet horse or track. It shall not use more than a single purchase tackle (or its equivalent power gain) between the boom and the hull at any position forward of the transom.*

29.5 Kicking strap (boom vang). *Shall not be attached to the boom at a point less than 2109 (6'11") from the inner edge of Band No. 4 (Rule 27.3)*

SAILS

30. SAIL CONSTRUCTION AND MARKINGS

30.1 Sail material. *Shall be of single ply woven fibre cloth. The body of the sail shall be capable of being folded flat in any direction without damaging the ply. The material shall be such that if torn it can be separated into fibres without leaving evidence of a film.*

30.2 Unwoven transparent panels. One shall be permitted in any sail, but it shall be contained within a 800 x 350 (2'7 1/2" x 1'1 3/4") rectangle. Except that a second transparent window shall be permitted in the mainsail near spreader height contained within a 550 x 300 (22" x 12") rectangle. The longest side of the second panel shall be vertical. No part of any transparent panel shall be less than 153 (6") from any edge of a sail.

30.3 Cringles.

(a) Cringles, not exceeding 45 (1 3/4") in any dimension shall be fitted at tack, clew and head so that their centres lie not more than 51 (2") from the edge (including roping) of the sail at the corners.

(b) At a corner where there is more than one cringle within the cloth of the sail and complying with 30.3(a), the measurements shall be taken from the outermost.

30.4 Sailmaker's marks. Shall only be placed near the tack (or in the case of spinnakers, the foot) of the sail and shall not exceed 153 x 153 (6" x 6").

30.5 Emblem. Shall be shown on both sides of the mainsail. To be in accordance with the official drawings (a stylised W, with its wing trailing towards the leech of the mainsail). On white sails the class emblem shall be red, and on other coloured sails of contrasting colour to sail.

30.6 Sail numbers on mainsail. Shall be shown on both sides below the class emblem and above the upper of the two lower battens. The numbers shall be of contrasting colour to the sail and not less than 300 (11 3/4") in height, nor 200 (7.7/8") in width (except for numeral 1) nor 45 (1 3/4") in thickness.

30.7 Sail numbers on spinnaker. Shall be shown on the front, or on both sides, at approximately half height. The numbers shall be of contrasting colour to the sail and not less than 300 (11 3/4") in height nor 200 (7.7/8") in width (except for numeral 1) nor 45 (1 3/4") in thickness.

30.8 Other marks. Shall not be permitted within 915 (3'0") of the emblem and numbers specified in rules 30.5, 30.6, and 30.7.

30.9 Reinforcement at corners. Reinforcement of any fabric having the effect of stiffening the sail is permitted only in accordance with Rules 31.6, 32.7 and 33.8. Other reinforcement, as a continuation of corner stiffening or elsewhere, shall comply with the ISAF Measurement Instructions Section III.

SAIL DIMENSIONS AND THEIR MEASUREMENT

All sail measurements in rules 31, 32 and 33 shall be taken with the sail dry and laid on a flat surface with just sufficient tension to remove wrinkles across the line of measurement. Sail measurements involving cringles shall be taken from cringle centres.

31. MAINSAIL

31.1 Limits on spars. Shall be as follows:

(a) At the tack. The projected upper edge of the boom at the gooseneck shall not extend below the upper edge of Band No 1 [Rule 26.6(a)].

(b) At the head. No part of the mainsail shall extend above the lower edge of Band No 3 [Rule 26.6(c)].

(c) At the clew. No part of the mainsail shall extend beyond the forward edge of Band No 4 (Rule 27.3).

31.2 Headboard width. Maximum 102 (4"), measured at right angles to luff.

31.3 Leech length. Maximum 6503 (21'4") measured between centres of head and clew cringles.

31.4 Width measurements. Shall be taken under the following conditions:

(a) Half luff point. Shall be determined by folding the sail so that the centre of the head cringle lies directly over the centre of the tack cringle, with the two halves of the luff coinciding. The fold so formed indicates the half luff point and is marked on the sail.

(b) Three-quarter luff point. Shall be determined by folding so that the centre of the head cringle lies directly over the mark made at half luff point [31.4(a)]. The fold indicates three-quarter luff point and is marked on the sail.

(c) Half leech point. Shall be determined by folding so that the centre of the head cringle lies directly over the centre of the clew cringle. The fold so formed indicates the half leech point and is marked on the sail.

(d) Three-quarter leech point. Shall be determined by folding so that the centre of the head cringle lies directly over the mark made at half leech point [31.4(c)]. The fold indicates three-quarter leech point and is marked on the sail.

(e) Width measurements. Shall be taken between luff and leech measurement points, over the full width of the sail, including roping, and any hollows in the leech shall be bridged by straight lines.

- (f) Width at half height. 2007 (6'7") maximum.
- (g) Width at three-quarter height. 1143 (3'9") maximum.

31.5 Battens. Shall be permitted as follows:

- (a) Not more than four.
- (b) Shall divide the leech into approximately equal parts.
- (c) Length of top batten. 610 (2'0") maximum.
- (d) Length of battens other than top. 762 (2'6") maximum.
- (e) Width of battens. 51 (2") maximum.

31.6 Stiffening at corners. Shall be of woven fabric. Shall not extend more than 327 (1'0.7/8") from the centres of outermost corner cringles.

31.7 Sail Head Buoyancy. Shall be permitted as follows:

- (a) A patch may be sewn onto one side of the sail to form an openable self-draining pocket for buoyancy material. It may extend for a maximum of 915 (3'0") from the centre of the head cringle.
- (b) Nothing inserted into the pocket shall have the effect of extending the leech.
- (c) Nothing shall be inserted into the pocket other than buoyancy material.

31.8 Loose-footed mainsails are prohibited. The mainsail shall be fitted with a bolt rope along the foot from no more than 305 (12") from the tack to no more than 76 (3") from the clew. A slug slide may be fitted at the clew cringle. The bolt rope shall be contained within the groove in the boom whilst racing. The tack of the mainsail shall be secured by a pin through the tack fitting on the boom and the tack cringle on the sail.

32. JIBS

32.1 The jib shall be a three cornered sail. A convex curve is permitted in the foot but not in the leech. The luff of the sail shall not enclose the forestay.

32.2 Luff length. Maximum 4115 (13'6") measured between centres of head and tack cringles.

32.3 Foot length. Maximum 2198 (7'2 1/2") measured between centres of tack and clew cringles.

32.4 Leech length. Maximum 3963 (13'0") measured between centres of head and clew cringles.

32.5 Foot depth. Maximum 4064 (13'4") measured from centre of head cringle to mid point on the foot. Mid point of the foot shall be found by folding so that the centre of tack cringle lies directly over the centre of clew cringle.

32.6 Battens. Prohibited.

32.7 Stiffening at corners. Shall be of woven fabric. Shall not extend more than 273 (10 3/4") from the centres of corner cringles.

33. SPINNAKER

33.1 Shape. Shall be three cornered and symmetrical about a centreline which joins the centre of the head cringle to the midpoint of the foot.

33.2 Measurement conditions. For the purposes of 33.3, 33.4 and 33.5, the sail shall be folded in half about its vertical centreline, with both halves coinciding.

33.3 Length. Maximum 4725 (15'6") from centre of head cringle to any part of the foot.

33.4 Width measurement points on the luffs and centrefold. Each shall be determined by measurement in a straight line 2172 (7'1.1/2") from the centre of the head cringle.

33.5 Width measurements. Between the points determined in Rule 33.4. Maximum 1677 (5'6") Minimum 1575 (5'2").

33.6 Head Shape. Points shall be marked on the luffs at 130 (5.1/8") measured in a straight line from the centre of the head cringle, with the sail unfolded. Maximum distance between these points measured over the surface of the sail shall be 251 (9.7/8").

33.7 Foot. Measured (unfolded) between centres of clew and tack cringles. Maximum 3353 (11'0").

33.8 Stiffening. Stiffening shall be of woven fabric. Shall not extend more than 296 (11.5/8") from the centres of the head, tack, clew or downhaul cringles.

33.9 Spinnaker retrieval patches. Maximum of 2 per sail, each contained within an area of 300 x 300 (11 3/4" x 11 3/4").

SECTION IV - GENERAL

34. BUOYANCY

34.1 Buoyancy compartments. Shall be of watertight construction.

(Wayfarer World only). The buoyancy shall be in three separate airtight compartments as follows:

1. Floor bearer support structure
2. Forward buoyancy compartment
3. Remainder of boat

34.2 Holes or openings into the buoyancy compartments. Shall not be permitted except as specified in Rules 15.5 and 20.

34.3 Compartments. Hatch covers shall be secured in position and drain holes effectively stoppered when racing.

34.4 Positive buoyancy units of closed cell plastics foam. Shall be securely fixed within the hull of G.R.P. and composite boats, as follows (lift refers to buoyancy when submerged in fresh water):

- (a) (MK I and MKIA only) One unit providing not less than 81.65 (180 lbs) lift in the forward compartment. Not more than two units providing not less than 40.82 (90 lbs) total lift in the aft compartment.
- (b) [Mk II (except SD versions)]. One unit providing not less than 40.82 (90 lbs) lift in the forward compartment. Units providing a total lift of not less than 40.82 (90 lbs) under each side deck, aft of the main shrouds.
- (c) Alternative for MK IA and MK II (except SD versions). One unit providing not less than 40.82 (90 lbs) lift in the forward compartment. Units providing a total of not less than 13.6 (30 lbs) beneath each side deck and two units providing a total of not less than 54.42 (120 lbs) lift in the aft compartment. The units shall be positioned according to the official drawing.
- (d) (Mark II SD and Mk III). Not more than two units providing not less than 150 lbs (68.04 kg) lift in the forward buoyancy area. Not more than two units providing not less than 54.42 (120 lbs) lift in the aft compartment.
- (e) (+S). Not more than two units providing not less than 22.7 (50 lbs) lift in the forward compartment. Not more than two units providing not less than 22.7 (50 lbs) lift in the aft compartment.
- (f) (Wayfarer World). Two (2) no. 20 litre plastic cubitainers in forward buoyancy compartment and eight (8) no. 5 litre cubitainers located either side of the centreboard case under the floor.
- (g) (Mark IV) Two (2) no. 5litre plastic cubitainers in the rear buoyancy area, two (2) no 5litre plastic cubitainers in the forward buoyancy area and 31.25 kilos (68.75 lbs) lift in each side buoyancy area.

34.5 Buoyancy test. Shall be conducted according to Rule 34.7 or 34.8.

34.6 Buoyancy equipment in excess of that specified in Rules 34.1 and 34.4 shall be permitted, but shall be removed before carrying out the alternative wet buoyancy test in Rule 34.8.

34.7 Dry Buoyancy Test. (Alternative to 34.8). Shall be conducted as follows:

- (a) Hatches shall be closed normally, using only the boat's own hatch covers and fasteners.
- (b) Drainage holes from buoyancy compartments shall be closed with their normal stoppers, except where tubes to a pressure/vacuum source and gauge are connected.
- (c) Equipment for producing and assessing pressure differentials between the buoyancy compartment and surrounding atmosphere, and including a U-tube water gauge, shall be connected to the compartment.
- (d) Super-atmospheric or sub-atmospheric pressure shall be applied to the compartment, sufficient to produce a differential reading of at least 127 (5") on the water gauge.
- (e) After isolating the buoyancy compartment from the vacuum or pressure source, the pressure differential specified in 34.7(d) above shall not reduce from 127 (5") to 51 (2") in less than 30 seconds.

34.8 Wet Buoyancy Tests (Except for SD versions, Wayfarer World and Mk IV. Alternative to 34.7) Shall be conducted as follows:

- (a) Buoyancy compartment joints, hatch gaskets and hatch fasteners. Shall be inspected by the buoyancy tester for efficiency.
- (b) Hatches shall be closed normally, using only the boat's own hatch covers and fasteners.
- (c) Drainage holes from buoyancy compartments shall be closed with their normal stoppers.
- (d) Excess buoyancy equipment permitted under Rule 34.6 shall be removed.
- (e) The boat shall be floated on its beam ends with the masthead touching the water. A load of at least 113.4 (250 lbs) shall be applied vertically to the hull (the weight of two persons can conveniently provide this load). After a minimum of 5 minutes in this condition with one gunwale submerged, the test shall be repeated for a minimum of 5 minutes with the other gunwale submerged.
- (f) The boat shall be floated upright in a waterlogged condition, with water overflowing the top of the centreboard case, immediately after the test in 34.8(e). It shall remain in this condition for a minimum of 10 minutes, then be emptied.
- (g) The buoyancy compartments shall be inspected for significant leakage immediately after completion of 34.8(f). There shall be no more than 6.8 litres (1.1/2 gallons) in the aft buoyancy compartment. The leakage totalled over all compartments comprising the bow buoyancy compartment shall be no more than 6.8 litres (1.1/2 gallons).

35. SPECIAL PROHIBITIONS

35.1 Ballast. Whether attached to boat or carried by crew. Prohibited.

35.2 Trapeze or any apparatus or contrivance extending outboard from the hull, spars or rigging and attached to the crew, the purpose or effect of which is, or may be, to support or assist in supporting a member of the crew, outboard or partially outboard. Prohibited.

35.3 Electrically operated instruments or mechanisms. All electrical or electronic devices or instruments are prohibited except for watches, compasses and equipment for the recording of sound or pictures, unless otherwise permitted or required by the Sailing Instructions.

35.4 Spinnaker Chutes. Permitted as detailed in the official drawings and specifications.

35.5 When racing, not more than one spinnaker shall be on board.

35.6 Devices to adjust the position of the mast at deck level shall not extend higher than 75mm (3") from the deck line.

36. CLASS NUMBER

Numbers shall be permanently displayed on the official license plate fixed to the forward face of the aft bulkhead or on the centreboard case capping immediately aft of the main thwart. Height of figures 3 (1/8") minimum. On wood boats the numbers shall also be carved on forward exposed face of transom beam. Height of figures 26 (1") minimum.

37. CREW

The boat shall be raced by not less than two persons except in single-handed events.

38. CLASS SIGNAL

Flag bearing class insignia is recommended. Not obligatory.

Effective April 2009

Dispensations registered with the W.I.C.

- **UKWA: Wayfarer World Asymmetric:** As of 31 Jan 2001, the UKWA has given dispensation for asymmetric-rigged Wayfarer *Worlds* to compete with Spinnaker boats using Traditional Rig.
- **CWA:** As of 31 Jan 2002 and until further notice, Rule 35.5 of Wayfarer Class Rules will be changed to: "When racing, not more than one spinnaker shall be used during a single race." for boats sailing in any Canadian-based Wayfarer event.
- **SWS:** As of 1978, the SWS permits removal of all side benches when racing. This changes Rule 22.2(e).

W.I.C. approved interpretations of the Class Rules

- UKWA, 2004: "In pursuance of rules 5.10 and 5.12, it is the responsibility of the owner of a boat which is the subject of major repair or renovation to show that the original shape of the hull has been maintained and that the materials used are as close to the original as reasonably practical and of acceptable specification."

It might significantly help the owner's case, for example, if the boat was measured **before** the renovation commenced, as far as that might be possible. If the boat had previously been measured at some point in its history then appropriate measurements could be checked. Measurement could then be checked and completed when the renovation is complete. Involvement of a class measurer would provide an independent check, but it is important that the measurer should be able to inspect the boat before work commences. Photographic evidence of how the work was carried out might also support the owner's case.

- Nov 2008: The transom is defined as the plane that touches the aft most edges where the hull and deck mouldings are joined. When making measurements from the transom a straight edge should be placed across the transom and measurements taken from there.