

# Wayfarer International Class Rules

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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 plug 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, frame-work 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** 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 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.

## **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 or moulds for its specific Mark and constructional type. Variants using alternative features selected from different Marks and constructional types are prohibited.*

*The permitted designs are:*

- |  |   |
|--|---|
| (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. 4827 +/- 26 (15'10" +/- 1"). See Appendix 1.

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")

8.5 (Wood boats only). Transom to aft face of forward bulkhead. 3455 +/- 20 (11'4" +/- ¾") .

### 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 (5'5¼" +/- 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 (5'3¼" +/- 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 (¼") maximum.*

(d) *Width. 20 (¾") 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 (6'6½" +/- 1")

**12.2** Width. 32 +/- 4 (1¼" +/- 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 mould.

## **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 (8'7½" +/- ½")*

**(b)** *Lower edge to underside keel. 89 +/- 7 (3½" +/- ¼")*

## 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 (8¼" 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 75 (3")*

**(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 and metal stocks shall conform to the intention of the Class Rules (Rule 1.1) and shall be of a design allowing the rudder blade to swing up and approvable 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.*

**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" +/- 1/4")*

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

**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 Mark IV excluded).

(MK III only) Overall plan width 191 (7½") minimum

(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.

### 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:

<i>Centreboard</i>	<i>Hatch covers</i>	<i>Forward side benches</i>
<i>Bow plate</i>	<i>Mast step</i>	<i>Centreboard pivot bolt</i>
<i>Shroud plates</i>	<i>Rudder hangings</i>	<i>Stem band and keel band [see Rule 11.4(e)]</i>
<i>Floorboards</i>	<i>Sheet horse</i>	

(d) Items permitted to be included during weighing:

<i>Mast pivot pin</i>	<i>Inspection port covers</i>	<i>Mooring and forestay cleats</i>
<i>Sheet cleats</i>	<i>Rowlock sockets</i>	<i>Rigidly attached sheet fairleads</i>
<i>Fendoff</i>	<i>Two self-bailers</i>	<i>Not more than four lifting handles</i>
<i>Bow fairlead</i>	<i>Toe-straps with fittings</i>	<i>Fixed metalwork and fittings</i>
<i>Drain sockets</i>	<i>Cleats or eyes for fastening covers or securing oars or anchor or motor</i>	
<i>Clamps and turnbuttons for attaching side benches or floorboards or hatches</i>		

(e) Items excluded from measured weight:

<i>Aft side benches</i>	<i>Rudder</i>	<i>Spars</i>
<i>Detachable blocks</i>	<i>Tiller</i>	<i>Sheets</i>

*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)

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 (¼") 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 (10'4½" +/- ½") from outside of transom.

(b) Measured vertically below the sheer at the pin centreline 86 +/- 13 (3.3/8" +/- ½"). 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" +/- ½") above level of cockpit floor.

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

- 26.6** Sail limit bands. *Of distinctive colour, not less than 7 (¼") 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" +/- ¼") 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 (1½") 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 (8'3½" +/- 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 (¼") 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"). A boat may carry two spinnaker poles in lieu of a spinnaker pole and jib stick.*
- 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 (3½") 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)*

## SECTION G – SAILS

### G.1 Parts

#### G.1.1 Mandatory

- (a) Mainsail      (b) Headsail

#### G.1.2 Optional

- (a) Spinnaker      (b) Gennaker

### G.2 General

#### G.2.1 Rules

- (a) Sails shall comply with the class rules in force at the time of certification.  
(b) The Section G - Sails class rules are Closed Class Rules. Certification control and equipment inspection shall be carried out in accordance with the Equipment Rules of Sailing (ERS) except where varied.

#### G.2.2 Certification

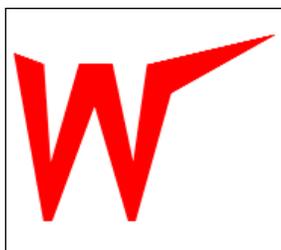
- (a) The official measurer shall certify mainsails and headsails in the tack and spinnakers in the head and shall sign and date the certification mark.  
(b) The ISAF or an MNA or an NCA may appoint one or more In-House Official Measurers to measure and certify sails produced by that manufacturer.

#### G.2.3 Sailmaker

- (a) No licence is required.

### G.3 Mainsail

#### G.3.1 Identification



- (a) The class insignia – a stylised W with wing - shall conform with the dimensions as detailed in the diagram *4way0010\_W\_insignia* (link below) and be placed on both sides of the sail with the wing towards the leech. The drawing is available at [http://www.wayfarer-international.org/WIC/ClassRules/4way0010\\_W\\_insignia.html](http://www.wayfarer-international.org/WIC/ClassRules/4way0010_W_insignia.html)  
(b) On white sails the class insignia shall be red.  
On other-coloured sails it shall be of a contrasting colour to the sail.  
(c) The sail number shall comply with the RRS. They shall be positioned below the

class insignia and above the upper of the two lower battens.

- (d) National letters are optional.

#### G.3.2 Materials

- (a) The ply fibres shall consist of polyester.  
(b) Stiffening shall consist of:  
Cornerboards – plastic or aluminium  
Battens – wood or GRP.  
(c) Sail reinforcement shall consist of woven polyester.

#### G.3.3 Construction

- (a) The construction shall be: soft sail, single ply sail.  
(b) The body of the sail shall consist of woven ply throughout.  
(c) The sail shall have a maximum of 4 batten pockets in the leech.  
(d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, mast and boom slides, two windows, tell tales, sail shape indicator stripes, leech lines together with their fastenings and items as permitted or prescribed by other applicable rules.  
(e) The sail may have head buoyancy fitted. It shall:  
(1) extend a maximum of 1.22 m from the head point,  
(2) be a patch on one side of the sail forming an opening self draining pocket  
(3) a pleat or other extension may be inserted into the patch, provided it is for no other purpose than to facilitate the expansion of a buoyancy bag when inflated.  
(4) contain only buoyancy material.

### G.3.4 Dimensions

Item	Minimum	Maximum
Leech length	-	6575 mm
Half width	-	1990 mm
Three-quarter width	-	1110 mm
Top width	-	125 mm
Primary reinforcement	-	380 mm
Secondary reinforcement: from sail corner measurement points	-	900 mm
for flutter patches	-	135 mm
for chafing patches	-	300 mm
for batten pocket patches	-	155 mm
Distance from clew point to foot bolt rope	-	76 mm
Distance from tack point to foot bolt rope	-	305 mm
Total Area of one or more windows	-	0,5m <sup>2</sup>
Batten pocket length:		
uppermost pocket: inside		645 mm
other pockets: inside		805 mm
Batten pocket width: inside		40 mm
Head point to intersection of leech and centreline of uppermost batten pocket	1280 mm	1380 mm
Clew point to intersection of leech and centreline of lowermost batten pocket	1300 mm	1400 mm

### G.4 Headsail

#### G.4.1 Materials

- (a) The ply fibres shall consist of polyester.
- (b) Not in use
- (c) Sail reinforcement shall consist of woven polyester.

#### G.4.2 Construction

- (a) The construction shall be: soft sail, single ply sail.
- (b) The body of the sail shall consist of woven ply throughout.
- (c) The leech shall not extend beyond a straight line from the aft head point to the clew point.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, one window, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

#### G.4.3 Dimensions

Item	Minimum	Maximum
Luff length	-	4170 mm
Leech length	-	4040 mm
Foot length	-	2270 mm
Foot median	-	4115 mm
Top width	-	40 mm
Primary reinforcement	-	325 mm
Secondary reinforcement:	-	
from sail corner measurement points	-	950 mm
for flutter patches	-	200 mm
for chafing patches	-	600 x 100 mm
Total Area of one or more windows	-	0.5m <sup>2</sup>

### G.5 not in use

## G.6 Spinnaker

### G.6.1 Identification

- (a) The sail numbers are optional but if used shall comply with the RRS.
- (b) National letters are optional but if used shall comply with the RRS.

### G.6.2 Materials

- (a) The ply fibres shall consist of Nylon.
- (b) Sail reinforcement shall consist of woven fabric.

### G.6.3 Construction

- (a) The construction shall be: soft sail, single ply sail.
- (b) The body of the sail shall consist of woven ply throughout.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable rules.

### G.6.4 Dimensions

Item	Minimum	Maximum
Leech length and luff length	-	4750 mm
Foot length	-	3375 mm
Foot Median	-	4900 mm
Difference between diagonals	-	50 mm
Half width	-	3360 mm
Primary reinforcement		350 mm
Secondary reinforcement:		
from sail corner measurement points	-	600 mm
for recovery line point, max 2	-	300 x 300 mm

## SECTION IV - GENERAL

### 34. BUOYANCY

It is the responsibility of the owner to ensure that the boat at all times meets or exceeds the buoyancy standards as outlined in the relevant parts of this rule.

**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. Unless otherwise permitted, or required by safety or the Sailing Instructions, the use of all electrical or electronic devices or instruments is prohibited except for the following functions: time keeping, compass heading and changes thereof, or the recording of sound or photographic images.

**35.4** Spinnaker Chutes. Permitted as made by an authorised builder.

**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 bulk-head 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

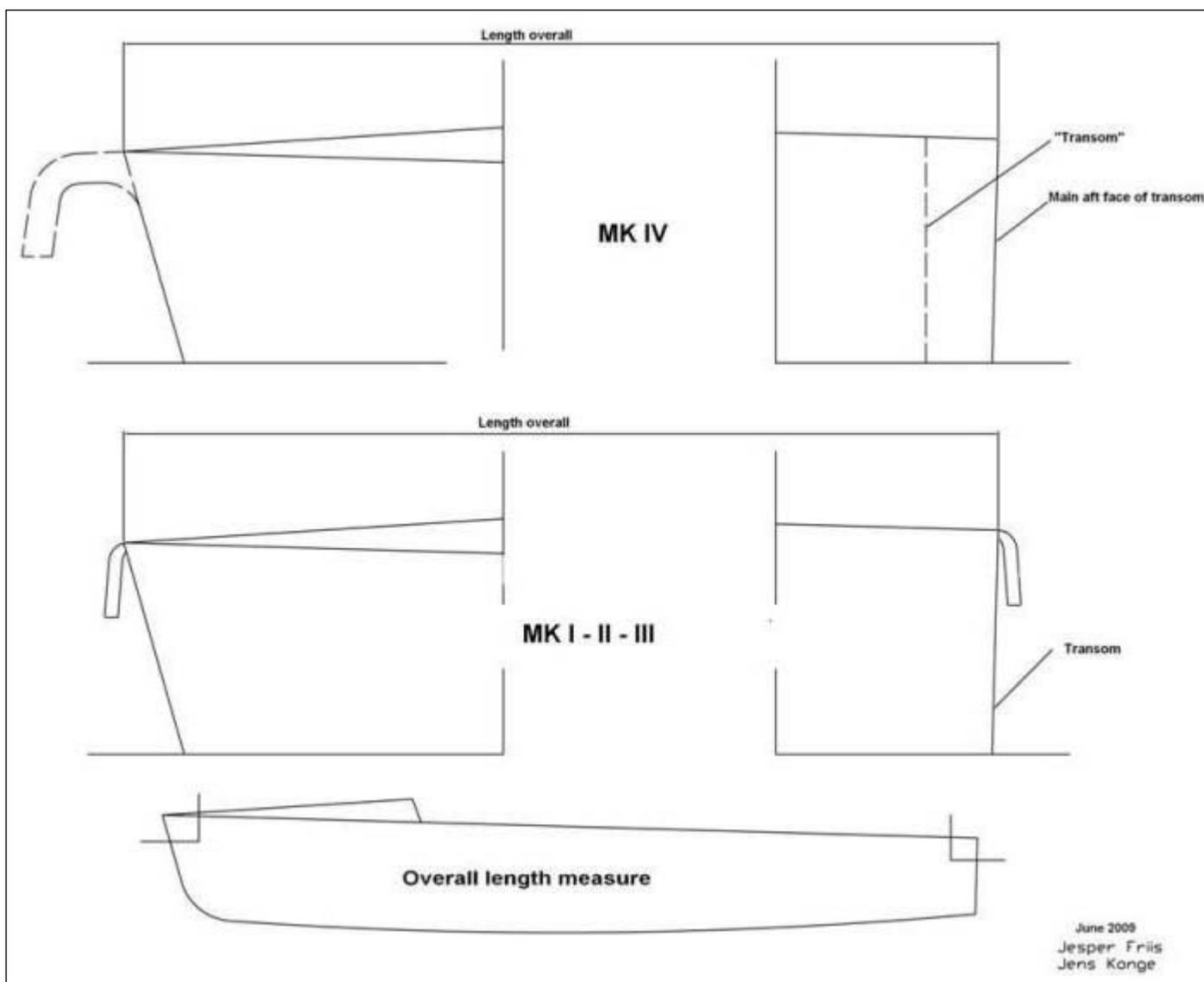
The boat shall be raced by not less than two persons except in single-handed events.

### 38. CLASS SIGNAL

Flag bearing class insignia is recommended. Not obligatory.

Effective April 2018

**Appendix 1:** Drawing showing definition of the stem and how the "length overall without fittings" is measured.



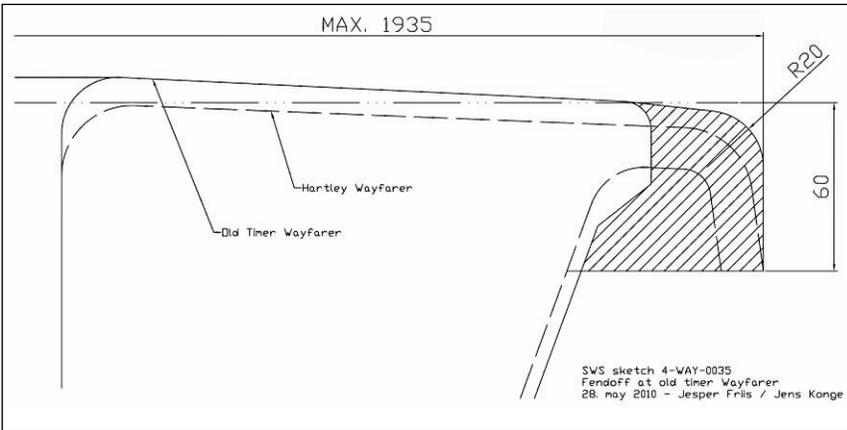
## Dispensations registered with the W.I.C.

\* **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).

\* **SWS Dispensation 2010: 13. GUNWALE STRUCTURE (All marks.)** The gunwale assemblies shall not deviate from the official moulds and drawing Sheet No 33 a. The fend-off, if fitted, shall follow the contour of the gunwale. Between 800mm from the transom and 2800mm from the transom, measured along the fend-off, **the fend-off may be widened** such that the fend-off still follows the contour of the gunwale and has a regular section, not exceeding the area marked on the attached drawing no. 4-Way-0035, (left) and results in an overall beam of no more than 1935mm. This wider section of fend-off shall have a further gradual transition, at each end, extending 200mm +/- 20mm to blend in with the rest of the fend-off. The top corner of the fend-off shall have a maximum radius of 20mm.



**13. ESSING SAMLINGEN** (Alle Marks). Essing samlingen må ikke afvige fra den officielle form og tegning Sheet nr. 33 a. Fenderlisten, hvis monteret, skal følge konturen af essingen. Mellem 800 mm fra agterspejlet og 2800mm fra agterspejlet, målt langs fenderlisten, **kan fenderlisten øges**, således at den stadig følger konturen af essingen og har et ensartet tværsnit, der ikke overstiger det areal som markeret på vedlagte tegning nr. 4-Way-0035, og resulterer i en total bredde på højst 1935mm. Denne øgede fenderliste, skal have en gradvis overgang, i hver ende, på min. 200mm +/- 20mm og falde i et med resten af fenderlisten. Det øverste hjørne af fenderlisten, må have en radius på maksimalt 20mm.

**UKWA, 2012:** The UKWA gives a dispensation to boats/ boat owners to **use two spinnaker poles** but if a boat so chooses then that boat may not carry a jib stick

**UKWA, 2015:** The UKWA gives a dispensation: **Mk IV boats not designated as racing boats are allowed to race without a measurement certificate.** All boats of whatever mark must still comply with the rules including buoyancy.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.