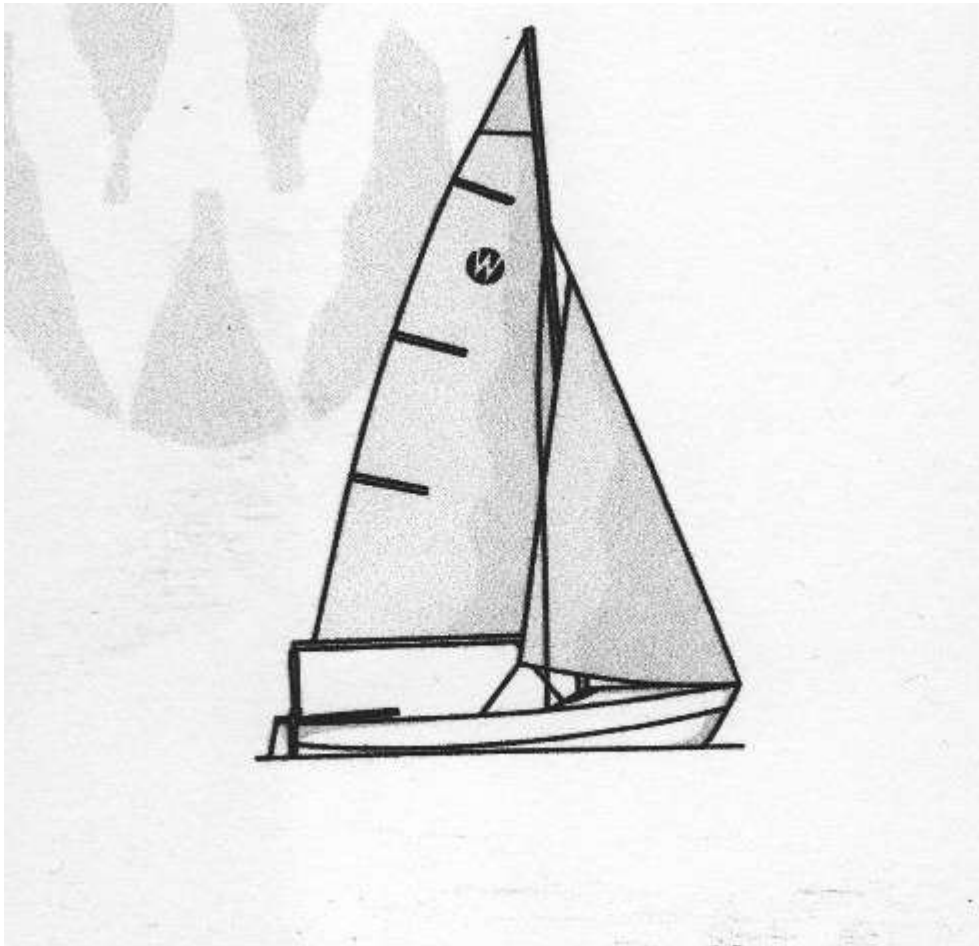


WANDERER

CLASS RULES

2018

The Wanderer was designed in 1981 by Ian Proctor.



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INTRODUCTION

The intention of the Class Rules is to define the design characteristics to ensure that boats are as alike as possible in all aspects affecting speed and handling so that racing is a true test of sailing skill. The boat's characteristics of safety, constructional strength, ease of maintenance and moderate cost shall be maintained.

Wanderer hulls, hull appendages, rigs and sails are measurement and manufacturing controlled.

Wanderer hulls and hull appendages shall only be manufactured by a builder licensed by the copyright holder – in the class rules referred to as licensed builder.

Equipment is required to comply with the Wanderer Building Specification and official drawings.

Wanderer sails have no restriction on manufacturer.

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

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in The Equipment Rules of Sailing (ERS) Part I and in the Racing Rules of Sailing (RRS).

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

The class permits In House Certification (IHC) for section G – Sails.

**NOTE: THESE RULES APPLY TO THE BOAT
WHEN IT IS RACING.**

**PLEASE REMEMBER: IF THESE RULES DO
NOT SAY THAT YOU CAN – THEN YOU CAN
NOT.**

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE AND ISAF RULES

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 These **class rules** shall be read in conjunction with the ERS.
- A.1.4 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA International Class Association
- NCA National Class Association: Wanderer Class Owners’ Association UK
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- WTC Wanderer Technical Committee
- IHC In House Certification

A.3 AUTHORITIES

- A.3.1 The Class Authority, and the **Class Rules** Authority of the class is the NCA which shall co-operate with the Copyright Holder in all matters concerning these **class rules**
- A.3.2 Notwithstanding anything contained herein, the NCA has the authority to withdraw a **certificate**
- A.3.3 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 NCA or the designer of the Wanderer, or the copyright holder for the time being of the Wanderer design, for any injury, loss or damage howsoever caused.
- A.3.4 The **certification authority** of the class is the licensed builder.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The administrative functions of the class shall be carried out by the NCA.
- A.4.2 In countries where there is no NCA, the administrative functions as stated in these **class rules** shall be carried out by the UKNCA.

A.5 CLASS RULES VARIATIONS

- A.5.1 At Class Events – see RRS 89.1.d), RRS 87 applies.

A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to these **class rules** shall be carried out according to the constitution of the NCA. All amendments are subject to the approval of the Copyright Holder or Representatives nominated by him.

A.7 CLASS RULES INTERPRETATION

A.7.1 The **class rules** are complementary to the official drawings, specifications and Builders Certificate. Interpretation in any way of **class rules** and drawings etc shall be made by the WTC who may consult the NCA. All interpretations are subject to the approval of the Copyright Holder or Representatives nominated by him.

A.7.2 The 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 Builders Certificate of the boat concerned and shall be reported to the NCA which shall confirm or cancel the dispensation within six months of the report having been received.

A.8 RULE COMPLIANCE CHECKS

A.8.1 Any boat with a Builder's certificate shall be liable to a measurement check at the discretion of the WTC or NCA but only by an **official measurer**.

A.8.2 An **official measurer** approved by the NCA may periodically visit each licensed Builder in order to make random measurements of boats to verify whether they comply in all respects with the Class Rules, specifications and official plans. The cost of the Measurer's services shall be met by the NCA.

A.8.3 If an **official measurer** is in any doubt as to the application of, or compliance with, the **class rules** he shall consult the NCA which shall give a ruling.

A.9 SAIL NUMBERS

A.9.1 Sail numbers shall be issued by the licensed Builder.

A.10 BUILDER'S CERTIFICATE

A.10.1 The Builders **certificate** shall record the following information:

- (a) Class
- (b) **Certification Authority** – The licensed Builder
- (c) Sail number
- (d) Owner's name and address
- (e) EU Craft identification number
- (f) Builder/Manufacturers details
- (g) Date of issue of initial certificate.
- (h) Date of issue of certificate
- (i) Hull weight
- (j) Number and weight of correctors
- (k) Date of completion of Buoyancy air test

The Builder shall be responsible for the completion and forwarding of the Builder's Certificate and the issue and fixing of the building plaque as required by Rule A.10.2 and D.2.5.

- A.10.2 No boat shall be deemed a Wanderer Class dinghy until one copy of the Builder's Certificate has been passed by the Builder to the owner, and a building plaque has been fastened in a conspicuous place on the hull of the boat. One copy of the Builder's Certificate shall be retained by the Builder, one by the copyright holder, and one copy sent to the NCA membership secretary.
- A.10.3 Upon receipt of a satisfactorily completed Builder's Certificate, the NCA shall enter the boat on the Register of Boats maintained by the NCA. On notification of a change of ownership, the NCA shall amend the register without charge.

A.11 VALIDITY OF CERTIFICATE

- A.11.1 The continuing validity of a Builder's Certificate shall be the responsibility of the owner.
- A.11.2 A Builder's **certificate** may become invalidated by repairs or replacements to items covered by the Class Rules, official plans or specifications. The boat may then be measured in respect of the affected items by an **official measurer**, and the Builder's Certificate endorsed accordingly

A.12 RE-CERTIFICATION

- A.12.1 If a Builder's certificate is lost a replacement may be available through the NCA

Section B – Boat Eligibility

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

B.1 CLASS RULES AND CERTIFICATION

- B.1.1 The boat shall:
- (a) be in compliance with the **class rules**.
 - (b) have a valid Builders **certificate**.
 - (c) have valid **certification marks** as required

B.2 FLOTATION CHECKS

- B.2.1 The owner is responsible for ensuring the boat satisfactorily complies with the flotation tests in Appendix H
- B.2.2 A race committee may require that a **boat** shall pass a flotation test in accordance with Appendix H.

B.3 CLASS MEMBERSHIP

- B.3.1 At least one member of the crew of the boat shall be a Full, Honorary or Associate member of the NCA when competing in the National or Inland Championship events.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 LIMITATIONS

The **crew** shall consist of at least 2 persons except during specific single handed events.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard ISO 12402:5 (CE 50 Newtons).

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20). Advertising chosen by the owner or person in charge is not permitted.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

OPTIONAL

- (1) Electronic or mechanical timing devices
- (2) Magnetic or electronic compass to show heading only.
- (3) An anchor need be carried only when prescribed in the Notice of Race and Sailing Instructions.
- (4) Hand bailers and/or buckets
- (5) Water bottles or similar and their holders.

C.5.2 NOT FOR USE

OPTIONAL

- (1) Electronic navigation devices
- (2) One outboard engine
- (3) Towing Rope
- (4) Mooring rope
- (5) Paddles
- (6) Oars and rowlocks
- (7) “Bosun’s box” for minor repairs
- (8) Mobile phone
- (9) Hand held VHF
- (10) Safety equipment such as flares

C.6 BOAT

C.6.1 WEIGHT

minimum maximum

The weight of the **hull** (this includes all fixed fittings) in dry condition including centreboard and pivot pin, floorboards fixed with clamps or turnbuckles. It may include toe straps with fittings. 136 kg

The weight shall be taken excluding **sails** and all portable equipment as listed in C.5 and any additional keelband and for the HB the removable side benches and stern locker.

C.6.2 **Corrector Weights**

- (a) **Corrector weights** of lead shall be permanently fastened to the underside of the centre thwart when the **hull** weight is less than the minimum requirement.
- (b) The total weight of such **corrector weights** shall not exceed 5 kg. See also rules A.10.1 and B.1.1.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Routine maintenance such as polishing and the repair of minor scratches and abrasions is permitted without re-measurement and re-**certification**.

C.7.2 FITTINGS

USE

- (1) Hand hole covers, hatches and drainage plugs shall be kept in place at all times.
- (2) Additional keelband may be fitted but it shall not be included in the **hull** weight.
- (3) HB ONLY: The side benches may be removed when racing.
- (4) Righting lines may be fitted.

- (5) For the HB ONLY, the stern locker may be removed when racing.
- (6) A spinnaker sheet/guy hook may be fitted at the stem. Maximum projection 200mm.
- (7) Cleats or eyes for the fastening of covers or lifelines may be fitted. They shall not project forward of the stem band or beyond the gunwale.
- (8) Name plates may be fitted.
- (9) An outboard motor pad may be fitted
- (10) A maximum of 2 rowlock sockets may be fitted on the aft face of the transom of deck overlap for a steering oar. (For side rowlock fittings see D.9.2).
- (11) Esprit and HB ONLY may have transom flaps to close self draining apertures.
- (12) Holes for fastenings used to attach fittings shall be a maximum of 10mm diameter. They shall be sealed to maintain the water-tightness of buoyancy compartments.
- (13) Stowage/tidy bags may be fitted.

C.7.3 LIMITATIONS

TOESTRAPS

- (1) Not more than 1 per side for helm and 1 per side for crew.
- (2) Forward end to be fixed to the forward face of the centreboard case and aft end to be fixed to the central spine or aft bulkhead a maximum of 320 mm from the vertical centreline to include all the strap and fitting.
- (3) They shall not be fixed to any other point except the thwart. Shockcord may be used to hold the straps outwards
- (4) Upper edge of toestrap end fittings to floor – maximum 80mm.
- (5) Toestrap length may be adjustable and include fittings and cleats as necessary.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Routine maintenance such as painting and polishing and the repair of minor scratches, abrasions and edge damage is permitted without re-measurement and re-**certification**.

C.8.2 LIMITATIONS

- (a) Only one **centreboard** and one **rudder** blade shall be used during an event of less than 5 consecutive days, except when lost or damaged beyond repair.
- (b) Steel or ballasted centreboards may be used.

C.8.3 CENTREBOARD

DIMENSIONS

	minimum	maximum
Depth when fully lowered from underside		

of keel excluding keelband 850 mm 900 mm
 Angle of leading edge to the tangent of the
 underside of keel at intersection of
 leading edge and keel 85 degrees

C.8.4 RUDDER

USE

- (1) The rudder shall be fixed to the transom using fittings which prevent the rudder coming away from the boat in the event of a capsize.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as cleaning and polishing and the replacement of defective fittings is permitted without re-measurement and re-certification.
- (b) Slab reefing may be fitted and used for racing.

C.9.2 LIMITATIONS

Only one set of **spars** and standing **rigging** shall be used during an event of less than 5 consecutive days, except when an item has been lost or damaged beyond repair.

C.9.3 MAST

(a) DIMENSIONS

	minimum	maximum
Aft side of the spar to aft face of the forward bulkhead at the level of the upper surface of the wood floor (except Esprit & HB)...		220 mm

(b) USE

- (1) The **spar** shall be stepped in the mast step in such a way that the heel is not capable of moving more than 5 mm.
- (2) The mast pivot pin shall be removed when racing.
- (3) Only un-tapered chocks shall be used to control the mast position at deck level.
- (4) For the Esprit and the HB the aft edge of the **spar** shall not be further aft than the aft edge of the kingposts or tabernacle.

C.9.4 BOOM

(a) DIMENSIONS

	minimum	maximum
Limit mark width	10 mm	
Outer point distance		2480 mm

(b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper

edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

- (2) The boom may have spinnaker pole stowage fittings

C.9.5 SPINNAKER POLE AND WHISKER POLE

USE

- (1) The spinnaker and whisker poles may not be launched by mechanical means.
- (2) Both a spinnaker pole and whisker pole may be carried and used, but not simultaneously.

C.9.6 STANDING RIGGING

(a) DIMENSIONS

	minimum	maximum
Extended line of jib luff at deck from:		
Forward end of hull .....	... mm	.... 110 mm
Centreline of hull .....	... mm	..... 10 mm

(b) USE

- (1) Rigging links and rigging screws shall not be adjusted.
- (2) The forestay shall be capable of supporting the mast at all times.
- (3) A jib furler or reefing system may be fitted and may be used while racing.

C.9.7 RUNNING RIGGING

USE

- (1) The mainsail sheet may be led to a fixed point but shall not be more than a single purchase tackle between the boom and the hull at any point forward of the transom.
- (2) The mainsheet traveller or bridle controls may be led forward.
- (3) The headsail sheet may be led through ratchet blocks but they shall meet the same rules as the fairleads in D.9.
- (4) The spinnaker pole topping lift may be led aft to the centreboard case or thwart.
- (5) The spinnaker halyard shall not include any pump action or multi-purchase device.
- (6) The block and tackle kicking strap of maximum purchase 16:1 may be cleated on the lower block or may be led aft to a fixed point or points on the centre thwart. The lower blocks shall be attached to the mast or to the kingposts (e.g. HB racing version).
- (7) The mainsail clew outhaul may be led aft to a fixed point or points on the centre thwart.
- (8) The mainsail Cunningham control may be led aft to a fixed point or points on the centre thwart.
- (9) The use of shockcord is unrestricted.
- (10) A gybing strop may be fitted to the boom.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as cleaning and minor repairs not involving a full panel is permitted without re-measurement and re-**certification**.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 jib and 1 spinnaker shall be carried aboard.
- (b) Not more than 2 mainsails, 2 jibs and 2 spinnakers shall be used during an event of less than 5 consecutive days, except when a **sail** has been lost or damaged beyond repair.

C.10.3 MAINSAIL

USE

- (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
- (3) **Luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks.
- (4) The **tack** may be secured by a pin or a tack strop of optional design.

C.10.4 JIB

USE

The jib may be furled or reefed when racing.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck
- (c) Buoyancy Tanks
- (d) Bulkheads
- (e) Thwarts

D.1.2 OPTIONAL

- (a) Gunwale rubbing strakes/fend off

D.2 GENERAL

D.2.1 RULES

The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

D.2.2 CERTIFICATION

See Rule A.8 & A.10.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell, deck, bulkheads, buoyancy and thwarts shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as polishing and the repair of minor scratches and abrasions is permitted without re-measurement.
- (c) If any hull moulding is repaired in any other way than described in D.2.3(b), an **official measurer** may verify on the **certificate** that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair. The **official measurer** shall describe the details of the repair on the **certificate**.

D.2.4 DEFINITIONS

HULL DATUM POINT

The **hull datum (HDP)** is the plane running athwartships through the aftermost point of the keel on the hull centreline.

D.2.5 IDENTIFICATION

- (a) The hull shall carry the Building Plaque permanently fixed in a conspicuous position on the hull.
- (b) The sail/serial number shall be stamped on the plaque in numbers a minimum of 3mm high.
- (c) Removal of the plaque shall invalidate the boat's certificate.

D.2.6 BUILDERS

- (a) The **hull** shall be built and completed to official specifications by a builder licensed by the Copyright Holder.
- (b) All moulds shall be approved by the Copyright Holder.
- (c) The NCA and WTC have the right to measure all moulds and tooling.

D.3 HULL SHELL

D.3.1 MATERIALS

The hull shell shall be built from GRP or foam sandwich.

D.3.2 CONSTRUCTION

- (a) Each **hull** shall comply with the official drawings for its specific design or type. The permitted designs are:
 - (i) Wanderer (pre 1990)
 - (ii) Wanderer 90
 - (iii) Wanderer MD

- (iv) Wanderer Club
 - (v) Wanderer Esprit
 - (vi) Wanderer HB
- (b) Slot gaskets/closure strips are permitted for the **centreboard** slot.
 - (c) Holes for fastenings used to attach fittings shall be a maximum of 10mm diameter. They shall be sealed to maintain the water-tightness of buoyancy compartments.

D.4 DECK

D.4.1 MATERIALS

The deck shall be built from GRP.

D.4.2 CONSTRUCTION

- (a) Foredeck, side decks, aft deck and side benches shall conform to the official plans.
- (b) A spinnaker chute shall conform to the official drawings and specifications.

D.5 BUOYANCY TANKS

D.5.1 CONSTRUCTION

Buoyancy equipment shall comprise of:

- (a) A bow and side buoyancy compartment as a single watertight unit which shall extend as far aft as the aft edge of the centre thwart.
- (b) The side buoyancy tanks may extend aft as far as the aft transverse bulkhead or for the Esprit and HB as far as the transom.
- (c) There shall be a watertight bulkhead at the aft end of each side buoyancy tank.
- (d) Positive buoyancy units of closed cell plastic foam shall be securely fixed within the hull as follows:
 - (1) One unit of not less than 30kg lift at the forward end of each compartment
 - (2) Units providing not less than a total of 60kg lift so that no part of any unit is more than 800mm from the aft bulkhead or more than 1380mm from the transom in the Esprit and HB. The combined lift shall be approximately evenly distributed on either side of the fore and aft centreline.
- (e) The stern locker shall not be considered as a buoyancy compartment and need not be tested. However its bulkhead and decks shall be watertight and the drain holes permitted in the bulkhead and transom shall be effectively stoppered when racing. The hatch shall be fitted with a gasket and effective means of securing.
- (f) Not more than 2 drain tubes each of a maximum of 30mm dia may connect the drain holes in the aft bulkhead with those in the transom. Any such tubes shall make watertight joints with the bulkhead and transom and shall

not affect the water-tightness of the stern locker. The HB and Esprit are excluded from this rule.

D.6 GUNWALE AND RUBBING STRAKES

D.6.1 MATERIALS

The rubbing strakes shall be of a resilient material.

D.6.2 CONSTRUCTION

The rubbing strake shall run unbroken on each gunwale.

D.7 BULKHEADS

D.7.1 MATERIALS

The bulkheads shall be built from GRP.

D.7.2 CONSTRUCTION

The bulkheads shall conform to the official plans.

D.8 THWARTS AND BENCHES

D.8.1 MATERIALS

Centre thwart shall be solid or laminated timber or GRP for HB and Esprit.

D.8.2 CONSTRUCTION

For HB and Esprit the thwarts and benches shall be from the official moulds and to the official specification.

D.9 ASSEMBLED HULL

D.9.1 FITTINGS

(a) MANDATORY

The following fittings shall be positioned in accordance with the official drawings:

- (1) Stemhead fitting/bow plate
- (2) Forestay fitting
- (3) Shroud plates – shall be close fitting within the deck.
- (4) Headsail fairleads - 1 on each side of centreline – may be mounted on tracks and adjusted while racing.
- (5) Mainsheet horse or track or bridle fixed to the transom
- (6) Mast step
- (7) Keelband – of corrosion resistant material - shall be fitted from the underside of the stemhead to the forward end of the **centreboard** slot, on both sides of the **centreboard** slot and from the aft end of the **centreboard** slot to the transom.
- (8) **FLOORBOARDS Except Esprit and HB**
 - (a) They shall be plywood of minimum thickness 8mm.
 - (b) There shall be 1 or 2 either side of the centreline.
 - (c) The combined weight shall be min 7kg – max 11kg

- (d) Apertures for finger holes, pump, drain and self-bailers are permitted.
- (e) They shall be substantially in accordance with the official drawings and shall not make a watertight joint with the bulkheads, centreboard case and hull.
- (f) They shall be removable but fitted when racing.
- (9) Rudder fittings
- (10) Spinnaker sheet fairleads located on the side decks
- (b) OPTIONAL
 - (1) Mainsail sheet blocks and centre jammer
 - (2) Mainsail Cunningham blocks, fairleads and cleats (N.B. may also be fitted on mast.)
 - (3) Headsail fairleads and cleats
 - (4) Spinnaker sheet and guy fairleads, blocks and cleats
 - (5) Spinnaker twinning lines fairleads, blocks and cleats
 - (6) Spinnaker pole uphaul and downhaul fairleads, blocks and cleats
 - (7) Spinnaker halyard//retrieval line fairleads, blocks and cleats.
 - (8) Reinforcement pads for fittings
 - (9) Stowage clips for paddle(s), spinnaker pole, sail bags and other equipment
 - (10) Anchor stowage fittings
 - (11) Deck clips for cockpit cover and/or tent
 - (12) Mooring cleats or U Bolts and fairleads
 - (13) Compass bracket
 - (14) Bilge pump
 - (15) Spinnaker Sock

D.9.2 DIMENSIONS

	minimum	maximum
Hull length excluding stem band.....	4220 mm	.. 4260 mm
HDP to main forward face of aft bulkhead on centreline		
25mm from upper edge (excluding HB & Esprit).....	560 mm	.... 600 mm
Beam of hull , excluding rubbing strakes and fittings, at sheerline;		
at section 586mm from HDP	1550 mm	.. 1590 mm
at section 1700mm from HDP	1755 mm	.. 1795 mm
at section 3120mm from HDP	1220 mm	.. 1260 mm
Longitudinal distance around hull from hull datum point as defined in D.2.3;		
to forward edge of centreboard slot	2410 mm	.. 2440 mm
to aft edge of centreboard slot	1315 mm	.. 1345 mm
to aft edge of centreboard bolt .....	...2358 mm	.. 2372 mm
Lower edge of centreboard bolt to		

underside of keel excluding keelband	55 mm	.....	75 mm
Internal width of centreboard slot at 5mm up from			
underside of keel excluding keelband			35 mm
Keelband:			
Thickness			8 mm
Width			20 mm
Centre thwart – excluding HB & Esprit:			
Width	212 mm	....	232 mm
Thickness	15 mm	.....
Longitudinal distance from the outer corner of the			
hull datum point as defined in D.2.4			
or the hull moulding for the Esprit			
or HB to centre of shroud plate attachment .....		..	2435 mm
Transverse distance between centres of shroud			
attachments.....	1565 mm	..	1595 mm
Mainsheet track/horse/bridle on transom measured between			
stops or attachment points; length	855 mm	...	1285 mm
Headsail sheet fairlead: uppermost point of contact with:			
Taut jib sheet above upper surface of thwart			60 mm
Taut jib sheet above upper surface of thwart for HB			40 mm
Spinnaker sheet fairlead:			
Forward most point of fitting from HDP	585 mm	.....	625 mm
Bearing point of fitting from outer edge of deck	65 mm	.....	85 mm
Forward bulkhead drainage holes – max 2 - dia			30 mm
Aft bulkhead drainage holes – max 2 - dia			30 mm
Longitudinal bulkhead drainage holes – max 1 - dia			30 mm
Transom drainage holes – max 4 - dia			30 mm
Esprit and HB <u>ONLY</u>			
Self draining apertures in transom – 2 in number:			
Width .....		....	200 mm
Height			75 mm
Longitudinal bulkhead openings aft of centre thwart			
One opening per bulkhead - Wanderer MD ONLY			
Length	830 mm	....	890 mm
Height	160 mm	.....	170 mm
In Forward bulkhead 1 or 2 circular inspection ports			
diameter	95 mm	.....	125 mm
centre from upper edge of bulkhead			240 mm
centre from centreline			180 mm
In each Longitudinal bulkhead 1 circular inspection port			
diameter	95 mm	.....	125 mm
Hatch in aft deck (excluding Wanderer Club, Esprit and HB)			
Width of opening at forward end	830 mm	.....	860 mm

Width of opening at aft end	685 mm . ...715 mm
Width of opening at aft end – MD version	655 mm . ...685 mm
Length of opening	400 mm 420 mm
Optional holes in Foredeck:	
2 holes with centres within 60mm of the mast recess –	
dia of each	10 mm
1 hole on centreline a maximum of 270mm from	
Forward end of hull, including fittings - dia	5 mm
Apertures in <u>each</u> side deck or structure in the horizontal and vertical surface:	
1 Rowlock socket (must be sealed & watertight	
if in a buoyancy compartment) Dia.....	30 mm
Aggregate area in horizontal and vertical surfaces of	
Spinnaker sheet control ports (excludes Esprit & HB)	1200 mm ²
One hand hold – extending from the HDP (excludes Esprit & HB)	
Length	175 mm
Width	45 mm
Self bailers – maximum 2. Aperture in hull skin for each	7000 mm ²

D.9.3 WEIGHTS

	minimum	maximum
Combined weight of floorboards	7 kg	11 kg

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Centreboard**
- (b) **Rudder**
- (c) Tiller and stock

E.1.2 OPTIONAL

- (a) Tiller extension

E.2 GENERAL

E.2.1 RULES

Hull appendages shall comply with the **class rules** in force at the time of **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as painting, polishing and the repair of minor scratches, abrasions and edge damage is permitted without re-measurement and re-certification.

E.3 CENTREBOARD

E.3.1 MANUFACTURERS

The **centreboard** shall be made by manufacturers licensed by the copyright holder.

E.3.2 MATERIALS

The **centreboard** shall be of solid wood, marine plywood or GRP.

E.3.3 CONSTRUCTION

- (a) The **centreboard** (including any protective bands) shall conform to official drawings.
- (b) A GRP **centreboard** shall be constructed in a mould approved by the Copyright Holder.
- (c) The edges may be protected by metal or plastic strips or solid resin.
- (d) The weight may not be concentrated in any one area.

E.3.4 FITTINGS

OPTIONAL

- (1) Handles to assist raising and lowering may be fitted
- (2) A control line with cleat may be fitted to prevent retraction in case of capsize.

E.3.5 DIMENSIONS

	minimum	maximum
Thickness – uniform excluding chamfer	18 mm	28 mm
Chamfer from any edge .....	... mm	65 mm
Protective band thickness .....	... mm	10 mm

E.3.6 WEIGHTS

	minimum	maximum
Weight of complete centreboard	8 kg

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 MANUFACTURERS

- (a) The **rudder** and rudder stock shall be made by manufacturers licensed by the copyright holder.
- (b) The manufacturer of the tiller and tiller extension is optional.

E.4.2 MATERIALS

- (a) The **rudder** blade shall be of solid wood, marine plywood or GRP.
- (b) The **rudder** stock shall be of aluminium.
- (c) The tiller shall be of aluminium.
- (d) The tiller extension material is optional.

E.4.3 CONSTRUCTION

- (a) The **rudder** blade (including any protective bands) shall conform to official drawings.
- (b) A GRP **rudder** blade shall be constructed in a mould approved by the Copyright Holder.
- (c) The edges may be protected by metal or plastic strips or by solid resin.

E.4.4 FITTINGS

OPTIONAL

- (1) Uphaul and downhaul lines with blocks and cleats.

E.4.5 DIMENSIONS

	minimum	maximum
Thickness – uniform excluding chamfer	18 mm	..... 28 mm
Chamfer from any edge .....		..... 55 mm
Protective band thickness .....		..... 10 mm
Tiller length overall (excluding extension) .....		.. 1200 mm

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**

F.1.2 OPTIONAL

- (a) **Spinnaker pole**
- (b) **Whisker pole**

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.

- (b) Routine maintenance such as polishing and the replacement of defective fittings is permitted without re-measurement and re-certification.

F.2.3 DEFINITIONS

MAST DATUM POINT

The **mast datum point** is the **heel point**.

F.2.4 MANUFACTURER

Spars shall be manufactured under licence from the copyright holder.

F.3 MAST

F.3.1 MATERIALS AND CONSTRUCTION

- (a) The **spar** shall comply with the official plans and specifications.
- (b) The mast shall be capable of being raised and lowered on the pin inserted through the pivot hole in the **mast spar** and king posts.
- (c) The extended line of the forestay and jib luff shall meet the mast below the edge of the Rigging Band

F.3.2 FITTINGS

(a) MANDATORY

- (1) Mast head fitting
- (2) Shroud points
- (3) A set of fixed or swinging spreaders
- (4) Mainsail halyard sheave box
- (5) Headsail halyard sheave box
- (6) Gooseneck
- (7) Kicking strap attachment
- (8) Heel fitting with not more than 5 sheaves for halyards and spinnaker uphaul.
- (9) Mast gate chafing plates

(b) OPTIONAL

- (1) Halyard tensioner – One Highfield lever or a pully system of not more than 16:1
- (2) One mechanical wind indicator
- (3) Compass bracket
- (4) Cunningham control fittings
- (5) Topping lift and fittings.
- (6) Spinnaker halyard sheave box.
- (7) Spinnaker pole fitting.
- (8) Spinnaker pole uphaul and downhaul fittings.

F.3.3 DIMENSIONS

	minimum	maximum
Mast pivot hole from Mast Datum Point	400 mm	.... 420 mm
Mast limit mark width	10 mm	

Lower point height	1165 mm ..	1175 mm
Rigging band height	5015 mm ...	5025 mm
Lower point to upper point	5563 mm	
Spinnaker hoist suspended in any direction		
from a bearing point from the Rigging band .....	... mm	80 mm

F.4 BOOM

F.4.1 MATERIALS AND CONSTRUCTION

(a) The **spar** shall comply with the official plans and specifications.

F.4.2 FITTINGS

(a) MANDATORY

- (1) Mainsheet block attachments
- (2) Clew outhaul blocks and attachments and cleats
- (3) Kicking strap fitting
- (4) Gooseneck attachment

(b) OPTIONAL

- (1) Spinnaker pole stowage fittings
- (2) Slab reefing fittings
- (3) Shroud chafing plates

F.4.3 DIMENSIONS

	minimum	maximum
Boom spar overall length .....	...	2770 mm
Boom point to kicking strap attachment	1500 mm	

F.5 SPINNAKER POLE AND/OR WHISKER POLE

F.5.1 MANUFACTURER

Manufacturer is optional.

F.5.2 MATERIALS

The **spar** shall be of wood or aluminium.

F.5.3 CONSTRUCTION

Optional

F.5.4 FITTINGS

Fittings are optional.

F.5.5 DIMENSIONS

	minimum	maximum
Spinnaker pole length .....	... mm ..	1750 mm
Whisker pole length .....	... mm ..	1750 mm

F.6 STANDING RIGGING

F.6.1 MATERIALS

The standing **rigging** shall be of stainless steel.

The forestay may be of rope

F.6.2 CONSTRUCTION

MANDATORY

- (1) A forestay
- (2) One pair of Shrouds

F.6.3 FITTINGS

MANDATORY

- (1) One pair of Spreaders

F.7 RUNNING RIGGING

F.7.1 MATERIALS

Materials are optional.

F.7.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail halyard
- (2) Mainsail sheet
- (3) Kicking strap
- (4) Headsail halyard
- (5) Headsail sheets

(b) OPTIONAL

- (1) Mainsail Cunningham line
- (2) Mainsail outhaul
- (3) Spinnaker halyard and retrieval line
- (4) Spinnaker sheet and guy
- (5) Spinnaker pole lift and downhaul
- (6) Spinnaker twinning lines
- (7) Slab reefing lines
- (8) Jib furler or reefing line
- (9) Centreboard retraction preventer line

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail

- G.1.2 OPTIONAL
(a) Spinnaker

G.2 GENERAL

G.2.1 RULES

Sails shall comply with the **class rules** in force at the time of **certification**.

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**. The cost of the measurer's services in respect of sails shall be met by the owner
- (b) Racing sails shall be measured, and at the request of the WTC, any sail may be required to be measured
- (c) The ISAF or an MNA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.

G.2.3 SAILMAKER

No licence is required.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia of a stylised W in white on a dark blue disc of 500mm dia +/- 50mm shall conform to the official plans. They shall be placed back to back on both sides of the mainsail.
- (b) The sail numbers shall comply with the RRS. National letters are optional.

G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of polyester of a contrasting colour to that of the Insignia background. Sails of more than one colour are permitted.
- (b) **Stiffening** shall consist of:
- (1) Cornerboards of plastic or aluminium
 - (2) Battens of wood or GRP
- (c) **Sail reinforcement** shall consist of polyester.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout except within 350mm of the **foot**
- (c) The **sail** shall have a maximum of 3 batten **pockets** in the **leech**.
- (d) The centre of the batten **pockets** shall fall within +/- 70mm of the **quarter, half and three-quarter leech points**.
- (e) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, one

window, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

- (f) Optional sail head buoyancy is permitted except nothing shall be used that shall have the effect of extending the **leech**

G.3.4 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

	minimum	maximum
Leech length .....	..	6075 mm
Quarter width .....	..	2270 mm
Half width .....	..	1750 mm
Three-quarter width .....	..	1010 mm
Top width .....	.....	115 mm
Primary reinforcement .....	.....	410 mm
Distance from clew point to foot bolt rope .....	.....	100 mm
Distance from tack point to foot bolt rope .....	.....	300 mm
Sail head buoyancy patch from head point .....	...	1400 mm
Window contained in a rectangle	800 mm x	250 mm
Window to sail edge	150 mm	
Extension of headboard from head point .....	.....	100 mm
Batten pocket length:		
uppermost pocket:		
inside .....	.....	675 mm
lower pockets:		
inside .....	.....	800 mm
Batten pocket width:		
inside .....	.....	40 mm

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of Polyester
- (b) **Sail reinforcement** shall consist of Polyester

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail.**
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (d) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (e) 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

Where no limit(s) for a particular dimension is given then the item is not controlled

and need not be measured.

	minimum	maximum
Luff length .....	..	4025 mm
Leech length .....	..	3780 mm
Foot length .....	..	2090 mm
Foot median .....	..	3860 mm
Top width .....	.....	45 mm
Primary reinforcement .....	.....	410 mm
Window contained in a rectangle	800 mm x	250 mm
Window to sail edge	150 mm	

G.5 SPINNAKER

G.5.1 IDENTIFICATION

The sail numbers shall comply with the RRS. National letters are optional.

G.5.2 MATERIALS

- (a) The **ply** fibres shall consist of Nylon or Polyester.
- (b) **Sail reinforcement** shall consist of Polyester

G.5.3 CONSTRUCTION

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

G.5.4 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

	minimum	maximum
Leech lengths.....	... mm	.. 4430 mm
Foot length.....	... mm	.. 2950 mm
Foot Median .....	... mm	.. 4600 mm
Difference between diagonals .....	.....	50 mm
Half width .....	... mm	.. 2890 mm
Three-quarter width .....	... mm	..... 1670
Primary reinforcement .....	.....	410 mm
Secondary reinforcement: for recovery line point .....	.....	260 mm

PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1 BUOYANCY TESTS

H1.1 Responsibility for buoyancy tests/inspections.

Buoyancy tests and inspections shall be carried out in accordance with rules in section H. The builder shall carry out a dry buoyancy test before delivery to the owner, and this shall be recorded on the Builder's Certificate. After the acquisition of a boat, responsibility for buoyancy testing rests with the owner. The owner is advised to carry out a buoyancy inspection every 12 months, and a buoyancy test at intervals of not more than 3 years.

H1.2 Dry buoyancy test. Shall be conducted as follows:

- a) Hatches shall be closed normally, using only the boat's own hatch covers.
- b) Drainage holes from the buoyancy compartment 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 suitable manometer, 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 120 mm water gauge pressure.
- e) After isolating the buoyancy compartment from the vacuum or pressure source, the pressure differential specified in d above shall not reduce from 120 mm to 50 mm in less than 30 seconds.

H1.3 Wet buoyancy test. Shall be conducted as follows:

- a) Buoyancy compartment joints, hatch gaskets & 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) The boat shall be floated on its beam ends with the masthead touching the water. A load of at least 115kg (235 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.
- e) The boat shall be floated upright in a waterlogged condition immediately after the test in d It shall remain in this condition for a minimum of 10 minutes, then be emptied.
- f) The buoyancy compartments shall be inspected for significant leakage immediately after completion of the test. There shall be no more than 4.5 litres (1 gallon) in the bow buoyancy compartment.

H1.4 Dry buoyancy testing is preferred to wet buoyancy tests.

H1.5 Buoyancy inspection.

It is recommended that buoyancy inspections should be carried out as follows. The owner should carefully check the condition of watertight joins to ensure that they are in good condition. The owner should be satisfied that hatches, sealing rings and drain hole stoppers are all in good condition, and that no significant amount of water has entered any buoyancy compartment.

Effective: 3st March 2018

Change History

Date	Change
2010	Final pre ERS version
1/3/2012	Adopted the ERS standard
1/3/2014	Corrected Spinnaker dimensions
3/3/2018	Allowed HB Foam Sandwich racing Wanderer, Jib reefing and multicolour sails

Previous issues: 2010, 2012, 2014

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