



WASZP Class Rule 42 and Pumping Guidance

Pumping under Class Rules:

WASZP Class Rules allow pumping to initiate foiling. The wording of the rule is as follows:

C.1.1 RRS 42.3(C)(2) is amended to read:

"to initiate foiling:

- (i) each sail may be pulled in any number of times; and/or
- (ii) repetitive body movements may be used providing the crew is fully positioned within the wing frame and is not in direct contact with any part of the rig other than the mainsheet."

C.1.2 These actions shall not be repeatedly used to gain advantage other than to initiate foiling.

Conditions:

The Official should keep the conditions in mind and should have an opinion on whether it is realistic for a boat to get foiling so that they view the situations in the right context. In the pre-start, sailors will readily attempt to foil, which will give the Official a good indication of the general conditions for foiling.

Interpretation:

What is "foiling"?

- A boat is foiling when its hull is completely clear of the water. However, interpretation is slightly less strict when considering boats that are initiating foiling (see below).

What is "to initiate" foiling?

- In the WASZP, when you pump to initiate foiling, there is a transition period where the hull is clear of the water, but the bow is higher than the stern and the boat is not up to full speed. If the sailor stops pumping in the transition period, they may fall off the foils. An extra pump once the hull is completely clear of the water can generate enough speed for the foils work more efficiently so that the boat accelerates to a sustainable foiling mode.



- With the transition period in mind, when initiating foiling, a sailor may pump to get the hull completely clear of the water **and for no more than two seconds thereafter**. Pumping beyond the two second limit is prohibited.
- Note: When body pumping is used to initiate foiling, the whole hull moves up and down which means that during pumping, the hull often clears the water momentarily before touching again on the next pump. The hull is completely clear of the water when it is not in contact with the water on the lowest part of the pump.

Can a sailor pump out of a gybe or tack?

- Boat speed will usually be slower on the exit of a tack or gybe than on the entry. This tempts sailors to use body or sheet pumping on the exit of manoeuvres to get back up to speed. However, body pumping and or sheet pumping with the hull completely out of the water on the exits of manoeuvres, is prohibited.
- If a boat is foiling through a manoeuvre and slows down so that the boat loses vertical height and a part of the hull touches the water (a reverse of the 'transition period'), the boat is no longer foiling and pumping to initiate foiling is permitted.

What is the difference between pumping the mainsheet and trimming the sail?

- In the WASZP, mainsheet trim is critical to maintaining the balance of the boat for foiling, so mainsheet adjustments often need to be aggressive relative to other classes for this reason.
- Discretion from Officials is required to decide whether a sailor is trimming or pumping. In general, pumping would be repetitive, with one aggressive adjustment of the mainsheet immediately following the other. Typically trimming is more controlled, with detectable gaps between each pull on the sail.

What if a sailor pumps but it is extremely light winds?

- If the wind is so light that foiling is clearly not possible, pumping is prohibited.

How long should you allow a sailor to try **"to initiate"** foiling?

- Generally, 5 seconds should be enough time to initiate foiling. After 5 seconds any further pumping would enter the yellow light area., and if the hull has not completely cleared the water, any further pumping is prohibited.
- Discretion: If after 5 seconds, the boat is on the cusp of foiling (perhaps the bow is up but the stern is just touching), the Official may allow the sailor a small extension of time to continue to initiate foiling, but this enters the yellow light



area. If they are unsuccessful, only consider a penalty if the sailor gained an advantage.

How many attempts does a sailor get **“to initiate”** foiling?

- If foiling is possible, pumping to initiate foiling is permitted. If a boat fails to foil, there should be some change in circumstance before any subsequent attempt to initiate foiling. For example, this could be an increase in wind or a significant adjustment to course (tack or gybe or alteration to find clear air).
- An attempt to re-initiate foiling shortly after a failed attempt in the same circumstance, is prohibited. Discretion from the Officials is required.
- A boat that repeatedly fails to foil despite a change in conditions and gains an advantage should be penalized.

What if a competitor gains an advantage from a failed attempt to initiate foiling?

- When a boat attempts to initiate foiling and fails, but in doing so gains an obvious tactical advantage on another boat(s), they should be penalized.
- For example, where the pumping gains or breaks an important overlap, or gives a boat a jump off the start, or allows a port boat to cross a starboard boat, or allows them to roll over a leeward boat, or some other obvious advantage, even if it was the sailor’s first attempt to foil in conditions where foiling is possible.

What is **“fully positioned within the wing frame”**?

- Body pumping is permitted to initiate foiling providing the crew is positioned inside the wing frame in order to protect the boat from damage caused by excessive force through the wing frame.
- The extent of the wing frame should be measured by an imaginary vertical line perpendicular to the water that touches the outside of the wing bars.
- When seated, the crews buttocks need to be inside the outer wing bar. If the crew is sitting on the outer wing bar or the buttocks overhang beyond the outer wing bar, body pumping is not permitted.
- Sitting inside the outer wing bar but extending the upper body outboard beyond the outer wing bar when body pumping is not permitted.
- When body pumping using a kneeling technique, the crew may place their hand on the wing frame for stability.

What is **“not in direct contact with any part of the rig other than the mainsheet”**?

- Pumping whilst standing is permitted, although without using the boom, sail or mast for support, it is extremely difficult and arguably not as effective as a kneeling technique.



- Standing in the boat and body pumping whilst in contact with the boom, sail or mast is prohibited.
- Popping the battens by standing and pulling the boom is permitted.

Rocking:

Officials should be aware that when not foiling downwind, it is very difficult to balance the boat in a consistent upright position whilst keeping the wings off the water. Therefore, Officials should expect to see a lot of rocking of the boats in these conditions due to attempts to stabilise the boat rather than deliberately rocking, so discretion by Officials is required.

Generally, Officials should look at individuals in the context of the fleet and assess whether rocking is clearly to propel the boat. If so, a penalty is appropriate. Any rocking that gains an advantage is prohibited.

Deliberate rocking includes but is not limited to controlled, rhythmical body movements and rhythmical holding and releasing of the mast.

Sculling:

There is very little advantage to be gained from sculling in a WASZP. Officials should be aware that the boat is very slow to turn when not foiling at slow speeds, so sculling down to a close-hauled course may take longer than seen in other classes.