

WASZP Measurement Form



PART	PASS	FAIL
HULL		
WASZP Hull Markings <i>per Class rule B3</i>		
Wand Restrictor attachment point is no further aft than 500mm from the bow <i>per D.9.2</i>		
Wand Shaft & Paddle have not been faired, smoothed or modified except for Modification allowed in <i>D.9.2</i>		
If a block or cleat has been added to adjust wand elastic, this block is fixed within 150mm of the centreline of the hull <i>per D.9.2</i>		
No new cleats or blocks have been added to the hull to increase purchase of control lines <i>per D.3.1</i>		
Any Replacement fittings have been fitted in the same position as the original fitting or as close as is structurally possible <i>per D.3.1</i>		
Wing Bar supports have not been modified to increase the height of the wings <i>per D.4.2</i>		
Mainsheet bridle is attached at all 3 points <i>per D.7.4</i>		
Centreplate Case has not been modified e.g. New holes drilled		
Ride Height Adjuster is Manufacturer Original Equipment <i>per D.9.2</i>		
FOILS		
The alloy surfaces of the foils have not been rubbed down <i>per D.5.2</i>		
Foil Joiner bolts have the same specification as the Original Equipment e.g. These cannot fill the void more than the supplied bolt and must be of the same material <i>per D.5.1</i>		

The join between the flap and main section of the horizontal foils has not been filled <i>per D.5.2</i>		
The void where the bolt attaches the horizontal foil to the vertical foil has not been filled <i>per D.5.2</i>		
The gap between the horizontal and vertical foils has not been filled <i>per D.5.2</i>		
If wing tips have been rubbed down this has only been done within 5mm of the trailing or leading edge and has not changed the existing shape <i>per D.5.2</i>		
If a repair has been undertaken, the repair area is not greater than 10 Square centre metres <i>per D.5.2</i>		
SAILS/SPARS		
WASZP Original Equipment marking on Mast and Sails <i>per D.7.1</i>		
Sail Numbers and country flag or country letters have been affixed in the correct position as per Appendices <i>A.1.1</i>		
Sail Battens have not been changed or modified in any way e.g. Stiffened <i>per D.8.2</i>		
Any repairs to Sail have not been done to modify the shape <i>per D.8.2</i>		
CONTROL SYSTEMS		
Outhaul and Cunningham systems have been used as per Class diagrams e.g. Middle Cleat used for Outhaul & Side cleats for Cunningham <i>per D.7.4</i>		
Only 1X Triple block and 1X Double block for Cunningham		
Maximum 2X Triple blocks for Outhaul <i>per D.7.3</i>		