



NEW ZEALAND SEAWIND CLASS RULES.

1 GENERAL CLASS - REGULATIONS:

The Kyosho SeaWind is a one design class.

The objective is to have competitive fairness where it is the skill of the skipper in sailing and adjusting their boat to the sailing conditions.

The objective is not to alter or modify the boat to improve the boats performance to give an individual an unfair advantage over others.

These rules are intended to control cost, simplicity, fairness and availability of boats.

Above all else, the aim is to have social, friendly competitive fun !

In these rules the word "shall" means mandatory and "may" means permissive.

YACHT REGISTRATION:

1. Yacht registration, sail number and radio frequency shall be assigned by NZRYS secretary.
2. Registered boats shall have the sail numbers affixed to the mainsail.
3. No two boats shall have the same sail number or appearance of similar numbers that cause confusion.
4. The sail or a registration number shall (must) also be affixed to the inside of the hull in a visible location between the mast tube and sail servo. This can be engraved with a suitable tool. Also assists in identification in the event of theft.
5. Where two or more boats are identical in appearance, colour scheme, decals etc (other than sail number) there shall be at least one other means of easy identification. Eg: boat name

GRANDFATHER CLAUSES

There shall be no express or implied "grandfather" clauses relative to performance

enhancing aspects of the SeaWind Yacht.

Rule 1.1 A skipper while racing shall, if they so wish, be permitted to have a co-skipper or assistant to help advice on tactics, rules etc.

"Racing" is defined as a period from one minute before the start to the finish of the race.

An assistant coach may be disallowed for specific races or series by prior notice of the start, or disallowed if such 'assistance is unsporting.

2 GENERAL - YACHT:

2.0 The boat shall be a Kyosho manufactured Seawind, either ABS or carbon fibre hull construction. Seawind replicas not permitted.

2.1 The hull, keel fin, lead bulb, rudder, mast, and booms shall be those provided by the kit manufacturer. No modification or alteration to these parts is permitted.

2.2 Unless the rules specifically permit a modification to the boat, as is defined in the kit, an owner shall assume they are not permitted.

Interpretations by the NZRYS committee of the legality of a modification shall be binding until overruled by an AGM vote.

2.3 If any of the above parts become damaged, then they should be replaced with genuine spare parts, otherwise repairs to above parts are permitted providing that in the process of repair the performance characteristics of the boat is not enhanced and that the silhouette is not changed.

3 HULL:

3.1 Alterations to the hull shape shall not be permitted. Hull mold seams may be removed.

3.2 Hull may be painted or polished.

3.3 Interpretations of cosmetic or aesthetics shall be liberal providing they are not performance enhancing.

3.4 Keels may be flared into the hull with a suitable filler providing the silhouette is not changed. The intention is for water sealing purposes only.

3.5 Internal reinforcing of the hull is permitted around the keel box as the Seawind design is known and reported to have weakness in this area.

4 DECK:

4.1 The deck shall not be modified or replaced.

4.2 The jib tack eye, jib sheet fairlead, shroud chain plates, backstay eye and mast step shall be located at the positions defined by the kit instructions.

4.3 The chain plates, eyes, fairleads and mast step shall be those provided in the kit.

4.4 Steering wheels, winches and track from the kit may be installed.

4.5 Cleats may be added.

4.6 Hatch opening in the deck shall not be enlarged or changed in shape but may be raised not more than 12mm by attachment of materials to the rim to reduce water entry.

Hatch cover and method of sealing may be modified or substituted to maintain watertight integrity only.

5 KEEL:

5.1 Keel fin, shape, position or installed angle shall not be altered or modified.

6 LEAD BULB:

6.1 Lead bulb may be smoothed, polished or painted. Dings, dents and imperfections may be filled.

6.2 Manufactured shape, size and weight shall not be altered.

6.3 Bulb shall be attached to the keel fin as defined by the kit instructions

6.4 Bulb cover may be eliminated.

6.5 Mounting nut area may be filled with any material

7 RUDDER:

7.1 Rudder shall not be altered.

7.2 Rudder position shall not be altered.

7.3 Rudder control rods may be single or double. End fittings may be substituted or eliminated.

8 MASTS AND BOOMS:

8.1 Mast and booms shall not be altered in any way, lengthened, shortened or permanently bent.

8.2 All mast and boom fittings, with the exception of cleats and bowsies, must be used and shall be located at the positions defined in the kit instructions.

9 STANDING RIGGING (shrouds, forestay, backstay & jib pivot):

9.1 Standing rigging shall be as supplied in the kit by Kyosho or nearest non-metallic equivalent. A swivel is permitted in the jib pivot.

9.2 Methods and fittings used to attach and adjust the length are optional provided the kit intended function is maintained.

9.3 The mast shall be fitted and positioned according to the kit instructions

10 RUNNING RIGGING (all lines attached to the head, tack and clew eyelets of sails, the jib and main sheet lines and the fairlead ring with it's adjustable bridle):

10.1 The mainsheet fairlead ring may be substituted but shall have the same inside

diameter and shall be controlled by the adjustable bridle as defined by the kit instructions.

10.2 Methods and fittings used to attach and adjust the length of running rigging are optional provided they exert control in the manner that the kit design intends, with the exception of the clew outhaul for both jib and main which system may also include a downhaul or inhaul line.

10.3 The line used for running rigging may be substituted.

11 RADIO EQUIPMENT:

11.1 The maximum number of operational channels shall be two.

11.2 The remote control functions shall be for rudder and sail control only.

11.3 The servos shall be of the type defined in the kit instructions.

11.4 Battery size and type are optional.

12 SAILS:

12.1 Sails shall be as provided in the kit.

12.2 Replacement sails shall be those supplied by the kit manufacturer.

12.3 Corners of the sails may be reinforced not to exceed 75mm from the corner of the sail in a material similar to standard.

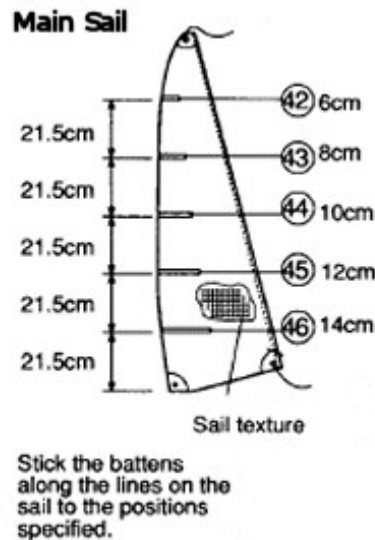
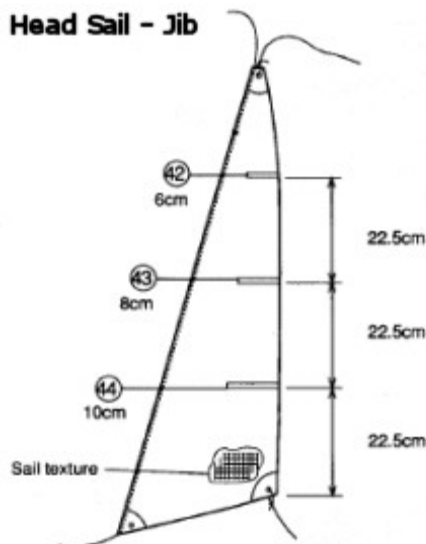
12.4 Non-Kyosho sails shall be examined by the NZRYS sailing committee to ensure compliance - see waiver clause.

13 BATTENS:

13.1 The number of battens, gauge, size and placement shall be as defined in the kit instructions and applied to one side of the sails only.

13.2 Dual sided battens are prohibited.

13.3 Thin adhesive tape may be used over the battens to prevent them from lifting off the sails. The adhesive tape shall not add stiffness to the battens.



14 SAIL NUMBERS AND CLASS INSIGNIA:

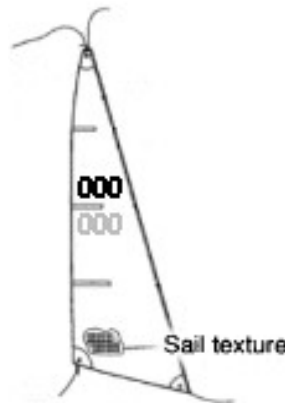
14.1 In match racing or other specific events, an allocated letter may be used as identification of individual boats. It is to be placed between the first and second batten from the top and on the port side.

Minimum height of the letter shall be 50mm.

14.2 Sail numbers shall be placed between the second and fourth battens from the top and on both sides of the main sail. Minimum height shall be a minimum of 50mm and with a stroke width of approximately 10mm. The type of font should be easily legible.

14.3 Sail numbers may also be placed on both sides of the jib in the approximate centre.

14.4 Sail numbers on the sail(s) shall be placed higher on the starboard side of the sail than on the port side.



15 WEIGHT:

15.1 Weight shall be not less than 2.95 kg ready to sail including batteries.

Correction weight shall be placed at or aft of the mast and not more than 50mm aft of the keel tube below the deck and no lower than the top surface of the servo mount.

16 BATTERIES:

16.1 Radio receiver control batteries shall be fitted and placed in the kits battery box in the designated position.

16.2 Batteries shall not be placed in any other position

16.3 Battery choice is free.

16.4 If using lighter batteries, minimum sailing weight shall be as in 15.1

16.5 The On/Off switch may be deleted

16.6 Battery to radio receiver connections may be substituted for any type

17 REPAIRS AND MAINTENANCE:

17.1 Repairs, reinforcement or replacement of parts inside the hull by similar parts shall be allowed except where this conflicts with the rules or design philosophy of the kitset. Repairs to the hull or keel for cracks or other damage may use thin fibre glass or similar providing the repair does not alter the design characteristics, silhouette or enhance the performance of the boat.

18 SILHOUETTE

18.1 The silhouette of the Seawind, or any other allowable design shall not change, thus defining;

Bulb - keel - hull - mast position - mast - booms - sail position - sail shape - rigging - rudder - etc

19 NON-SEAWINDS:

19.1 Boats of similar specification to an ABS Kyosho Seawind (+/- 5% weight and dimensions from factory specifications) may be permitted to enter competitions providing performances are similar.

19.2 Where a non-Seawind boat has a proven performance gain, a handicap of time or weight may be applied or may be barred from competition racing.

20 CARBON FIBRE (CE) SEAWINDS:

20.1 CE versions must be assembled according to the instructions

20.2 Modification of internal strengthening is permitted (eg: part C3 - rudder positioning hole - keel to keel box fit - etc) as published on the Seawind website and detailed in the NZRYS newsletter dated June 2008.

20.3 Minimum sailing weight shall be 2.95 kg with required ballast placed according to clause 15.1

20.4 Where CE versions wish to sail/race against each other (and/or against modified Seawinds or other), no minimum weight applies.

21 WAIVER

A member of the NZRYS may apply for a waiver for their boat against any of the above 'rules' by applying to the committee or officer of the day.

Waivers may be granted in these situations, as examples;

- To modify an existing boat to align with the 'rules' within a certain time period
- For a non-Seawind boat
- To repair a damaged boat where the damage infringes the 'rules'
- The use of non-standard parts whilst waiting for a genuine part replacement

If there is any doubt about the validity of your boat to these rules, or you wish to discuss any aspect of these 'rules', please make an approach to the NZRYS committee or committee member.

Appendix 1 - Changes and Clarifications November 2017

Changes and clarifications made at the AGM 29 October 2017

Seawind Rules Amendment. - cleats

The amendment to alter the positioning of the cleats at the end of the boom to prevent boats being locked together was passed. The cleat position can either be moved above the boom or forward within the deck line or even a cover to prevent a catch with another boat.

Ballast Bulbs

Because there were two styles of ballast bulbs: lead and steel; it was proposed that there be an accredited alternate supplier. It was decided that the race committee would examine and approve, as appropriate, individual items as long as they were within the range of variation of Kyosho parts.

Rudder Stock

The proposal asking for clarification of the rudder configuration was not discussed. The current rules state "17.1" repairs, reinforcement or replacement of parts inside the hull by similar parts shall be allowed. This would allow the rear frame, including the rudder tube, to be replaced. Section 18.1 defining the silhouette does not list the rudder support tube head as part of the definition and thus can be eliminated and replaced by other means of keeping this watertight.

Operating Channels

The maximum number of operational channels shall be two was clarified by stating that the number of servos being controlled must be two regardless of the number of channels that the transmitter and receiver are capable of.