

wallyclass

2020 rules



March 2020

Wally Class Rules 2020

GENERAL

1. DEFINITION

The Wally Class is an association of the Owners of Wally Yachts organising and coordinating races exclusively between the fast cruisers branded by Wally.

The rules here defined are established by the Wally Chairman, who is the sole ultimate authority and who has the right to propose changes to these Rules to be approved by the majority of the Class Members.

The Wally Chairman is the founder of Wally.

The object of the Wally Class is to enable all participants to enjoy fair racing over the course of the season.

2. ELIGIBILITY

To be admitted in a Wally Class Event, where Wally is a separate division, boats must be Wally Yachts as described in Appendix A, B & C, and have the following common characteristics:

- minimum boat length (LH) 77 feet;
- power-driven winches and hydraulic systems;
- gennaker, tacked on a bowsprit or to the bow;
- non overlapping genoa: maximum L.P. allowed = 110% J (ORC definition);
- full accommodations, fittings, stores as provided for cruising - Appendices A, B and D;
- (for any yacht with Series Date (IRC definitions) later than 2018, written approval of Appendix A compliance from the Wally Owners Panel;
- for any modification requiring a review, written approval of Appendix A compliance from the Wally Owners Panel;)
- no advertising is permitted. Logo on sails can be submitted for approval but never related to commercial purposes.
- a valid IRC Endorsed Certificate.

3. CLASS MEMBERSHIP

Each team intending to enter an Event of the Wally Class calendar shall pay the Class Fee as follows:

- € 5.000 (five thousand) for a single Wally Class event (MYRC 2020 or LVDST2020)
- € 9.000 (nine thousand) for a two-event package

VAT will be applied in accordance with the current law and legislation.

Teams are kindly requested to confirm their participation to an event no later than 120 days before first racing day.

4. CLASSIFICATIONS AND GROUPS

4.a

Provided that the minimum number of entrants is matched, the Wally Class will split into two divisions:

1. **WallyPro**: performance-driven division for yachts over 90 feet LOA threshold. Minimum number of entries is 3 (three). Crew and sail limitations are applied according to rule 6.a and 7.a
2. **WallySpirit**: leisurely division, reduced crew number and simplified sail inventory as per rule 6.b and 7.b . Minimum number of entries is 4 (four).

4.b

When WallyPro minimum number of entries is not reached, WallySpirit rules 6.b and 7.b will be extended to all Wally Yachts participating in the event.

In case the minimum number of Wallys to create a division is not matched, and Wally yachts compete in a different class that includes other Maxis or Super-Maxis the Wally Rules are replaced by those of the relevant regatta.

4.c

Trophies will be awarded at each regatta.

5. RACING CONDUCTION

5.a Owner driver

Owners or/and their relatives shall be at the helm of their Wally for the duration of each race including the start.

If the owner is not at the helm, the yacht will be penalized by 2% on the elapsed time of that race. If the yacht captain is steering during the race the penalty will be reduced to 1%.

Every Wally shall inform (by email or text) the Class Secretary who will steer the boat before the start of each event, and anytime the helmsman is changing (not later than one hour before the start of the first race of the day).

Proven charterers and Wally owners chartering another Wally (if not defined as Super Professional or Group 3 sailors defined by ISAF) are considered owners.

First time charterers and owners of more than 100' Wally yachts are allowed not to steer during the 3 (three) minutes before and after the start and at marks roundings as matter of safety.

During a race, the owner can stop steering for a maximum of 1 (one) break of 5 (five) minutes per hour of racing.

After the first 4 (four) hours, any crew members on board (except for a Super Professional) is permitted to steer the boat without incurring in any penalty.

5.b Helmsman Wildcards

When an owner, family member or alternate (see 5.c) is not on board at the helm of his/her Wally during a Wally Class event, a Wildcard can be played.

Each Wally team has a max of 4 (four) Wildcards during the season that can be played with the following effects:

- the first 2 (two) Wildcards will reduce the owner-driver penalty to 0%
- the remaining 2 (two) Wildcards will reduce the owner-driver penalty to 1% or, if the captain is at the helm, to 0%.

1 (one) Wildcard is considered valid for 1 (one) race if declared when the event has already started or for 1 (one) day, even if with multiple races, if declared before the start of the event.

In case of wildcards played after the event has started, they shall be played before 0900 hours at the latest specifying for which race it is intended if more than a race is scheduled.

It is allowed to play two wildcards on the same day if more than a race is scheduled. Wildcards cannot be played in the last day of racing of any event.

During one event only one Wildcard of each type (i.e. n.1 * 0% + n.1 * 1%) may be used.

If a Wildcard is played and on that day there is no race, it can be used during the same event (except the last day) or in the following one with the same effects.

5.c Alternate helmsman

Owners can appoint an alternate helmsman, to be approved by the Class Members. He/she must be a proven owner of a yacht at least 60-foot long.

5.d Super Professional

Super professionals, as below defined, are not allowed to steer in the Wally Class.

Any helmsman who:

- has been part of the afterguard on an America's Cup boat since 1975
- has been in the top 20 (twenty) of the World Match Race Rankings in the last 20 (twenty) years
- has been part of the last 4 (four) Olympic Games
- has steered during the last 5 (five) editions of the Volvo Ocean Race
- is considered a Super Professional and is not permitted to steer in the Wally Class.

For Wally yachts over 130 feet long no driver restriction is applied, as a matter of safety.

6. CREW LIMIT

6.a WallyPro

The maximum number of crew members permitted on board during any event of the WallyPro division will be that listed on the Rating Certificate deducted by 10% rounded to the nearest integer number.

6.b WallySpirit

The maximum number of crew members permitted on board during any event of the WallySpirit division will be that listed on the Rating Certificate deducted by 35% rounded to the nearest integer number.

NOTE: when WallyPro minimum number of entries is not reached, WallySpirit crew limit rule 6.b will be extended to all Wally Yachts participating in the event.

6.c Guests

A maximum of 4 (four) guests are allowed on board on top of the regular crew mentioned in 6.a and 6.b above. They shall be declared every morning and they are not permitted to be involved in manoeuvres or in any other roles that could affect the racing activity.

Ladies count half in the crew number calculation (only for Wally Class Rules).

Crew Lists have to be presented with changes (including guests) in accordance with the Organizing Authority requirements.

6.d Official sponsors guests

Official Wally Class sponsors guests, maximum 2 (two), shall be accepted on board when requested by Wally: they are NOT accounted in the regular crew lists and are not permitted to be involved in manoeuvres or in any other roles that could affect the racing activity.

6.e Media

Media representatives/journalists shall be accepted on board if required by the Wally Media management and are NOT accounted in the regular crew lists.

7. SAILS

7.a WallyPro

The number of sails on board while racing shall not exceed the figure printed on the IRC Rating Certificate.

Sails prescribed by the OSR mentioned in the relevant Notice of Race of each event are not included in these limits.

7.b WallySpirit

The number and type of sails on board at all times while racing shall be: 1 (one) mainsail, 2 (two) jibs and 2 (two) downwind sails, one of which could be a Code sail.

When WallyPro minimum number of entries is not reached, WallySpirit sails rule 7.b will be extended to all Wally Yachts participating in the event.

7.c Sails on board

A WallyPro competitor leaving the dock for the day shall not modify the sail inventory on board during that day. On a consecutive-days event, sails need not to remain the same for the duration of the regatta, even if differently specified by the Notice of Race and / or Sailing Instructions of the event.

A WallySpirit competitor shall use the same set of sails for the whole duration of the event, all sails listed in 7.b shall be on board even if differently specified by the Notice of Race and / or Sailing Instructions of the event. Outside assistance and sail swap is strictly forbidden.

7.d Sails as moving ballast

Sails are considered as ballast and therefore shall not be moved to improve the boat's performance. Sails not in use shall not be moved from one side to the other while tacking or gybing. Only in cases of emergency and / or to prevent them from falling into the water sails shall be moved.

8. RATING SYSTEM

The official Wally Class rating system for the season 2020 is IRC and this means that:

- IRC is used for the purpose of measuring a Wally and obtain a Rating Certificate;
- in case of conflict between IRC and Wally, the Wally Class Rules prevail provided that:
 1. the Wally is racing in her own group/division;
 2. the Wally Class Rules are included in the Event rules;
- a Wally shall comply with her current IRC certificate at anytime while racing in a Wally event.

It is highly recommended to obtain an ORCs Certificate valid for the season while competing in other super yacht events than those of the Wally Class calendar.

9. EVENT SCHEDULE AND COURSES

9.a

Notice of Race and Sailing Instructions of each event included in the Wally Class Calendar will describe the preliminary schedule and the courses of the Wally Class.

9.b

Before each event, the Wally class secretary will liaise with the Organising Authority to ensure the requirements of the class are met with regard to types of courses, and each day will assist in evaluating the sailing conditions relevant to the course selection.

These rules also apply when the Wally Class has its own Race Committee and Race Area.

9.c

Both events included in the 2020 Wally Class Calendar have five days of races with the following program:

WallyPro: 1 (one) day of Windward/Leeward races for a total of 2 (two) races plus 4 (four) days of coastal races for a total of 4 (four) races

WallySpirit: Coastal races only

When WallyPro minimum number of entries is not reached, all yachts will be sailing around WallySpirit coastal courses.

9.d

Any kind of race may be discarded in accordance with the Notice of Race and Sailing Instructions of each event.

The Sailing Instructions prevail on the Notice of Race and any request of clarification or protest in this regard shall be made before the start of the first race of each event.

9.e

If the Event schedule is modified due to weather conditions or other reasons, the Race Committee, in consultation with the Class Secretary, will decide the best type of race in accordance with the completed ones and any other factor.

9.f

Type of races can be decided in the morning in accordance with the weather conditions, potential and availability of the Race Committee and the presence of another class in the same race area.

9.g

The starting sequence may change daily depending on which classes are sailing W/L and coastal courses.

However, OA shall work in order to have WallyPro and WallySpirit starting as first of the fleet.

In separate Class starts: WallyPro first division to start, WallySpirit starts 6 (six) minutes after the signal.

10. TRUE WIND SPEED LIMIT

Races of any regatta of the official Class calendar shall not start with less than 5 (five) and more than 25 (twentyfive) knots of true wind speed measured by the Race Committee during a 3-5 (three-five) minutes period.

The decision to conduct a race lies solely with the Race Committee, and it is a skipper's sole responsibility to decide to participate in the race.

Any decision by the Race Committee cannot be considered as grounds for protest, and all yachts that do not start will be scored as DNC (Did Not Compete).

Before each event the Wally Class Secretary will inform the Organizing Authority that this rule is in place.

11. COMMUNICATIONS

Only communications posted on the Official Notice Board or, when mentioned, in the Event web site, shall be considered as official.

Internal Wally Class communications should preferably be done via email.

WhatsApp, text messages and phone conversations may be used as additional communication means but they cannot be considered as official.

12. COLLISIONS AND PRESCRIPTIONS

Owners and crews, regardless the Racing Rules of Sailing in place and any other Rule mentioned in the Regatta documents, shall do anything possible to avoid yachts collisions.

In case of collisions while in open waters, free from marks, race committee and service vessels, obstacles or others racing yachts and when there is evident damage, both yachts shall retire from that race.

A Wally not having the right of way shall keep clear and make any possible action to avoid collisions also during the starting sequence and/or any mark rounding.

13. SAFETY

During the 5 (five) minute starting procedure and in the 5 (five) minutes after the start, as a matter of safety crew members are not allowed to stay above the deck level on the main boom or the rig.

14. PENALTY TURNS

The Wally Class Secretary will ensure that the Official Race Documents (Notice of Race and Sailing Instructions) will modify the RRS 44.1 and 44.2 so that, for infringement of Part 2, only 1 (one) turn, including 1 (one) tack and 1 (one) gybe, is required.

15. RESPONSIBILITY

Competitors participate in Wally Class events entirely at their own risk and are alone responsible for their own safety, the safety of their crew and any other person or property on board, and more generally for the safe operation of their yacht.

Accordingly, it is the sole responsibility of each competitor to decide whether its yacht, crew and passengers are fit to sail in the conditions in which they will find themselves during the relevant event.

It is further the responsibility of each competitor to maintain appropriate liability insurance.

None of the Wally Class organizers or sponsors, or any of their respective affiliates, managers or representatives, shall be responsible under any circumstances for any damage or loss, personal injury or death, either ashore or on the water, sustained in connection with, prior to, during or after any Wally Class event.

16. SHORTENING OR ABANDONING A RACE AFTER THE START (RRS 32.1)

Racing Rules of Sailing 32.1 should be enforced to encourage a greater number of races completed. Teams should agree not to protest the Race Committee for any decision to abandon a race.

17. MEASUREMENT PROCESS

17.a

Complete hull and appendages laser measurement performed or overseen and validated by the Official Class Measurers is required to obtain a valid rating certificate and compete in the Wally Class. The file, defined as "offset file" shall be kept confidentially in the Wally Class database.

In accordance with the RORC Rating Office, offsets files produced by designers or by shipyards will not be accepted starting from 1 January 2012.

Appendages (bulb, fin and rudder) designers' 3D files may be accepted if the measurement is not possible due to motivated reasons.

17.b

All Wally yachts below 70 tons of weight shall be weighted using a single point lift procedure. The load cell used for the weighing process shall be provided and calibrated by a company approved by the Official Class Measurers and Secretary.

17.c

All Wally yachts launched after 2016 shall provide the bulb exact weight measured through an actual weighing process.
Existing Wally yachts are allowed to provide the designers' or manufacturers' bulb weight official declarations.

17.d

All Wally yachts launched after 2016 shall complete the floatation and inclining measurement procedure as prescribed by the ORC rule.
Existing Wally yachts shall complete the floatation and inclining measurement procedure as prescribed by the ORC rule only when going through major modifications implying a new single point weight process (at discretion of the Official Class Measurers and Secretary).

17.e

The Official Class Measurers shall measure yachts overhangs and check the interiors compliance with the present rule.

17.f

The Class Secretary and the Official Class Measurers shall be informed in advance and constantly during the year about any modification affecting each Wally data on file. He should be present during any measurement operation affecting the yacht rating values (sails excluded) and shall be copied of any messages involving measurement between Wally teams and any Rating Offices.

The Class Secretary and the Official Class Measurers shall keep these information confidential apart from those shown in the rating certificate.

17.g

All sails shall be measured and duly signed by an Official Class Measurer or through the WS IHC processes. The Class Secretary shall receive the relevant measurement data duly filled and signed in

accordance with the deadlines mentioned under 16.1 above.
Any other source of information and data are not accepted.

17.h

For any purposes above mentioned in this section 18, different measurers might be used only after express written authorization by the Class Secretary and the Official Class Measurers.

18. CONFIGURATION

All interior equipment shall be kept on board and in its original place in accordance with appendices A and B of the present Rules.

It is the owner's responsibility to have his yacht measured and to present a copy of the Rating certificate. Rating Certificates will remain confidential until the first registration day in each event when the Class Secretary will circulate to the participants the list of ratings valid for the event.

19. BERTHS

Based on past experiences and with the aim of having the best possible solution for all involved parties, the Wally Class Chairman will establish the allocation of mooring places for the Les Voiles de St. Tropez.

The Wally Class Chairman will consider the following parameters:

- new Wally yachts / new owners / owners with new Wally under construction
 - Wally entering more events during the season
- To be accepted in a Wally event, it is mandatory to respect the official mooring plan. This system may apply to other venues as well.

20. SUSTAINABILITY

Wally Class acknowledges the importance of our everyday actions to progressively reduce our environmental footprint.

We all shall take practical and meaningful steps to limit waste of all types, adopting a sustainable procurement code, choosing environmentally friendly products, upcycling and repurposing where possible.

As a first move in the right direction all participants in the 2020 season events are required to eliminate single-use plastics completely (like water and soft drink bottles, packaging and bags). Reusable 100% BPA free containers for food and beverages shall be mandatory equipment on board each yacht.

All competitors failing to comply with Sustainability Rule will be disqualified in the race/s of the day.

APPENDICES A & B are part of these Wally Class Rules

APPENDIX A

WALLY GENERAL CHARACTERISTICS

A Wally shall be built by a Wally Yard or in one of the yards selected and approved by Wally.

Main general characteristics:

- A. **Hull:** any material
- B. **Appendages:** yachts can be equipped with any type of keel
 - Keel draft limit is 5 (five) meters.
 - If equipped with lifting keel the max measure is referred to the lifted position.
 - Existing Wally yachts are grandfathered.
- C. **Sail Plan:**
 - 1. mainsail: any shape is allowed.
 - 2. jibs: maximum LP = 110%
 - 3. spinnaker poles are not allowed.
- D. **Bowsprit** shall be removable not laminated or bonded (not while racing but, for instance, for shipping)
- E. **Winches:** only automated by electrical or hydraulic power
- F. **Mooring equipment:** Minimum of 6 (six) solid cleats
- G. **Anchor system:** either a Wally submerged system or a pivoting arm cradle. Systems (anchor and chain excluded) shall remain on board while racing
- H. **Deck:** fully covered by natural teak. Different wood or fake teak to be approved by Wally
- I. **Cockpits** sides must have a minimum height of 400 mm for a length of at least 4,2 meters on each side.
- J. **Sitting area on deck** to include a removable dining table with chairs or seating zone of adequate dimensions at least for the number of owners and guests' beds.
- K. **Rig and Standing Rigging:** any material, swept-back spreaders and adjustable backstay/s with the following characteristics:
 - (a) lower spreaders shall have a minimum angle of 17 degrees decreasing to the minimum of 13 degrees for the top spreaders.
 - (b) if yachts are replacing their old rigs with new ones, new rigs minimum characteristics shall be as indicated under point K and K(a) of these Rules.
 - (c) Wally yachts launched and/or having installed new rigs before 1 January 2016 are grandfathered.
 - 1. twin running-backstays are allowed
 - 2. running Backstay control lines to lead only to Hydraulic Rams and/or powered Winches (systems to be approved by Wally).
Wally yachts featuring double backstays (running backstays, checkstays and/or deflectors) arrangement shall mount an automated system of a suitable dimension to allow tacking and jibing without operating the related ropes/sheets on the winches being they electrical or hydraulic. The system is identified in the Magic Double or Magic Trim
 - 3. running backstay dead ends shall be leading to snubbing winches or regular winches
 - 4. a manual back up system shall be in place for tensioning or quick releasing the backstays even if loaded, in dangerous situations requiring immediate action. An emergency button should be

installed on deck in the backstays winches area to quickly release the Magic Trim hydraulic system.

5. only 1 (one) set of adjustable backstays/running backstays are allowed, including one set of deflectors leading to the mast between the mast upper limit mark and the upper spreaders
 6. regular checkstays are allowed only for use with storm sails during Long Distance Races and shall be declared on the IRC Rating Certificate.
- L. Only **winged or V shaped booms** are permitted that are capable of containing the mainsail (with battens) without any lazy jack system
- M. **Furling hydraulic or electric Systems or Hanks** (soft or regular) are allowed. Tuff Luff or similar light-weight foils systems are not permitted.
- N. **Removable or permanent outriggers and whisker** poles are forbidden

DOUBLE BACKSTAYS / EXISTING WALLYS

- A. Wally yachts built after 1 January 2012 featuring double backstays arrangements, shall mount an automated system to allow tacking and jibing without operating the related winches -electrical or hydraulic. The system is identified as the "Magic Double" of a suitable length.
- B. Wally yachts built before 1 January 2012 adopting the double backstays system to serve the square top main, shall:
- a) Install an automated system to allow tacking using the hydraulic rams only, while jibing will be allowed using the hydraulic or electric winches.
 - b) Install corrective weighs in the area of the existing rams to compensate the weight of the missing parts of the systems under point 1 (structures, long Magic Double, oil, etc.).
- Corrective weights shall be as follows:
- Wally < 80' : 120 kg
 - Wally between 80' and 95': 140 kg
 - Wally > 95': 160 kg

Weights have been calculated and approved by Wally Technical Office.

Any solution involving the double backstays arrangement and/or the use of automated systems shall be always approved by Wally Technical Office.

The installed corrective weights shall always be checked and approved in advance by the Wally Class Secretary and reported on the rating certificate.

Retroactive rule amendments to accommodate any retrofitting carried out without Wally approval are not allowed.

INTERIOR LAYOUT

Wally yachts shall be designed and maintained for a credible and genuine use for cruising and matching the original soul of "Fast Cruiser Racers" with the following arrangements:

1. minimum of 3 (three) guest cabins and 3 (three) guest bathrooms plus crew cabin/s and bathroom/s
2. 1 (one) living and 1 (one) galley area as well as a navigation area with a seat.
3. the length of the living area, from bow to stern, shall be minimum 62% of the LH of the yacht hull.
4. the whole walkable area shall not have less than the following headroom measures:
 - a) boats up to 85' LOA/LH shall have 197 cm headroom in all walkable areas and 187 cm minimum headroom in all corridors, cabins, toilets and galley;

- b) boats with LOA/LH between 85' and 95' shall have a minimum of 200 cm headroom in the walkable area and 190 cm minimum headroom in all corridors, cabins, toilets and galley;
- c) boats with LOA/LH above 95' shall have a minimum of 203 cm headroom in the walkable area and 193 cm minimum headroom in all corridors, cabins, toilets and galley.

A 10% tolerance only referred to doors and openings could be considered. The minimum size for doors and openings is 1850 mm x 500 mm.

5. the area including cabins, bathrooms, saloon, galley area and relevant corridors shall not be usually dedicated to store sails.
The living area shall be separate from the forepeak and the lazarette by hard partitions that may be equipped with water-tight doors to facilitate access.
6. guest cabin: the area shall be closed by rigid bulkheads and a solid door, double bed or two beds and at least one locker for dresses / jackets, with drawers underneath each bed, a side bed table(s) and proper lighting equipment. A hatch is required.
7. bathroom: the area shall be closed by a solid door, equipped with an electric toilet, a sink with accessories and a shower, and must have at least one mirror each (dimensions 40 x 40 cm, any material). A storage area and proper lighting equipment is required. A hatch is required where possible.
8. minimum 2 (two) hull portholes shall be present in the living room, one on each side of the yacht. Minimum dimensions of the actual hole: 700 mm x 250 mm. Existing Wally yachts not provided with these items are grandfathered.
The main saloon shall be provided with a hatch with 500 x 500 mm minimum size.
Companionways are not considered in order to fulfil the above requirements.
9. vertical hatches in cabins and toilets shall have mm150 x mm 300 minimum size. Cabins and toilets horizontal openings shall have a minimum size of 300 x 300 mm or equivalent area.
10. the galley shall be provided with a hatch being it vertical or horizontal and shall have a mm 150 x mm 300 minimum size or equivalent area.

SYSTEMS

Each yacht shall be equipped with at least:

1. 1 (one) engine capable to run continuously:
 - 9 knots of speed or more for Wally shorter than 95'
 - 10 knots of speed or more for Wally 95' and longer
2. engine room fire/thermal insulation shall achieve fire resistance classes B-15. Engine room and galley extractions shall have exits outside the central cockpit such as on the hull topsides or on the transom
3. electrical or hydraulic system to run winches and other devices to trim sails and rigging
4. an electric power generating system capable to produce and supply AC electrical power for at least 12 kW.
5. air Conditioning shall be present in all internal areas, including living, cabins and galley, with minimum 0,8 BTU each kg of boat weight. All areas shall be provided with independent temperature controls
6. 1 (one) water-maker min.100 liters/hour
7. fuel and water tanks: minimum capacity: 1.500 litres each
8. galley fully equipped with at least:
 - 3 (three) stoves and oven pivoting unit with relevant hood
 - 1 (one) refrigerator + 1 (one) freezer with total minimum capacity of 200 litres

- 1 (one) sink and relevant tap
 - 4 (four) lockers adequate for storing food, tableware and kitchenware
9. water heating system with min.80 litres capacity
 10. maximum level of noise outside the engine room (measured 1m away): 65 decibel (dB) while in anchor mode (air conditioning at 50% of power and generator on)
 11. bilge and firefighting systems to comply with Flag requirements
 12. communication and electrical systems to comply with flag requirements

INTERIOR FINISHING

1. 90% of the interiors vertical areas (between the floorboard and the headlinings) shall be coated by any materials other than paint (i.e. wood, cloth, veneer, etc.). Fairing and paint or clear coat are accepted in the primary structures. Bulkheads, keel towers/s and mast may be just clear coated. Headlining shall be permanently installed.
2. all other areas forming the rest 10% (such as frames, structural rings, etc.) shall be painted or clear coated
3. floorboards and headlining have to be permanently fitted
4. 1 (one) dining table with relevant seats shall be fitted and kept in its place at all times (table size in accordance with guests' and owners' berths)
5. a general storage area has to be present:
6. all mattresses must be present on the relevant beds while racing
7. any cascade or purchase systems running in the living areas aimed to fold or lower the sails are prohibited.

WALLY OWNERS PANEL APPROVAL PROCESS

The purpose of the Wally Owners Panel is to ensure that the spirit of the Wally Class is maintained as new yachts are designed and join the class, but also that the existing fleet is not compromised and that the individual choices of each owner are not restricted by tight class rules. Wally Yachts have evolved from the original spirit of a cruiser-racer of between approximately 80 and 120 feet long that is capable of providing a family with a fast, comfortable yacht for extended cruising in temperate climates, with minimal crew and clean decks, which can then compete in day racing regattas in these areas without the need to modify the yacht, but with an increased crew number, and allow the owner to remain living aboard, if they so choose, during such regattas.

The Wally yacht spirit, as outlined above, is to be kept at the forefront when new yachts are being designed and developed. The Wally Class Rules set out basic requirements, but by the very nature of relying on the intent of these rules, they are open to a wide range of interpretations. The Wally Owners Panel is the authority in interpreting whether a proposed design approach meets the spirit of the Wally Class.

The process for application for approval is:

1. Prior to signing the build contract, any correspondence between a potential owner and the Wally Chairman shall remain confidential.
2. Once construction is confirmed, the buyer's team shall provide a set of basic General Arrangement Drawings to the Class Authority.

The Class Authority shall consider these and issue a report to the Wally Owners Panel including conceptual information only, and shall request interpretation from the Wally Owners Panel on any matters that they consider requires interpretation with regards to Appendix A, or areas where the Class Authority feels that the spirit of the class is potentially not being complied with.

3. Any requirements to meet approval will be communicated back to the buyer's team. The Class Authority shall work with the buyer's team to find resolution of any Class Rule issues including, but not limited to those brought forward by the Wally Owners Panel.
4. On completion of construction drawings, the team will provide final drawings to the Class Authority, who will again review the details and give a report to the Wally Owners Panel, including any areas where interpretation may be considered necessary. No detailed drawings of a new boat or modification shall be provided to the Wally Owners Panel, which shall remain confidential to the buyer's team and the Class Authority. The Class Authority will provide conceptual descriptions and information only necessary to explain the concept and approach for their consideration.
5. The Wally Owners Panel shall respond within a reasonable time (no more than two weeks) with comments on any interpretations and/or recommendations and requirements to make necessary alterations to comply with Appendix A and the Wally Class Spirit.
6. In the event that the Wally Owners Panel cannot reach agreement on a matter, it may ask the class members for their opinion and consideration prior to the Wally Chairman making the final decision.
7. Provided all of the requirements above are met, the Wally Owners Panel shall give written approval for the design.
8. If any changes are made to the design after approval is given and prior to launch, they shall be subject to review by the Class Authority and potential withdrawal of that approval.
9. Once launched the approval cannot be withdrawn.

APPENDIX B

List of equipment that can be removed for racing:

- what is not herein specified shall stay on board in its original place.
- this list can be updated after each event upon request and approval of the majority of the Class.

RIG

1. radars and big domes
2. furling systems: swivel or parts of the swivel

DECK

1. tender
2. biminis and awnings
3. cushions
4. fenders and mooring lines: captains are responsible to keep a minimum of mooring/towing lines and fenders on board
5. cockpit tables

INTERIORS

1. pottery
2. fragile or expensive ornaments
3. cruising soles can be replaced with "racing" ones
4. salon cushions
5. personal items such as books, DVD's, clothes, etc.

LAZZARETTE

1. tender
2. diving gear
3. watercraft, jet ski, windsurf and any other cruising gear

GENERAL

In addition of what mentioned above, anchors, life rafts, lifelines, toolbox, spares shall be kept on board in accordance with the Notice of Race, and the OSR Category of the event.

OFFSHORE SPECIAL REGULATIONS

The WallyClass shall be submitted to the Offshore Special Regulation (OSR) as mentioned in each Regatta Official Documents.

If the Regatta documents are not mentioning any OSR categories, the Wally Class will automatically be subject to OSR Category 4.