

2016 edition

the wallyclass rules

LW1



including the
wallycento rules

The 2016 Wally Class Rules

January 2016

1. The Wally Class

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.

In case of stall between the members the Wally Chairman has the authority to approve an amendment of these rules.

The Class Members nominate the Class Secretary.

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

The minimum number of entries for the Wally Class Division at an official event is three (3).

In case Wally yachts compete in a wider division including other Maxis or Super-Maxis (i.e. because the minimum number of Wally to create a class is not matched) and the only ranking is including all yachts, these Wally Rules are not applying.

2. Eligibility

To be admitted in a Wally Class Calendar Event, where Wally is mentioned as a separate division, boats must be Wally Yachts as described in Appendix 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);
- reachers or flat gennakers (Code 0) - see rule #4;
- full accommodations, fittings, stores as provided for cruising - Appendices B and D;
- no advertising is permitted. Logo on sails can be submitted for approval but never related to commercial purposes.
- a valid IRC Endorsed Certificate.

2.a Owners Membership and Groups

Each Wally Owner intending to enter the Wally Racing Season must pay the Class Fee before the first event of the season as follows:

- € 3,000 for a single event (other than VDST)
- € 6,000 for the VDST (if the only event)
- € 8,000 for two events (even if the VDST included)
- € 12,000 for three or more events (including the VDST)

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

As described in Appendix B, the Wally fleet may provide the following three (3) other sub-divisions:

- Group 80 (minimum 2 entrants)
- Group 2 (minimum 2 entrants)
- Group Giga (minimum 2 entrants)

3. Voting System

Each Owner, regular member of the Wally Class, shall have one (1) vote if competing in one (1) or two (2) races and two (2) votes if entering more than two (2) races. The reference period is the calendar year prior to the Owners' Annual General Meeting.

4. Sails

Sails limitations apply when entering a Wally Class Event.

The following limits apply only to Wally NOT included in Group 2 and in Group Giga mentioned in 2.a and described in Appendix B.

Each Wally while racing shall not carry on board more than the following sails:

- One (1) mainsail
- Three (3) jibs and genoas
- Four (4) gennakers (including IRC code 0)
- Two (2) staysails

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 NoR of each event are not included in these limits.

A Wally 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, unless differently specified by the Notice of Race and / or Sailing Instructions of the event.

4.a 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.

5. Rating system

The official Wally Class rating system for the season 2016 is IRC.

This means the following:

- 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 Rules prevail provided that:
 - a the Wally is racing in its own group/division;
 - b these Wally Rules are included in the Event's rules;
- a Wally shall comply with her current IRC certificate at anytime while racing in a Wally event.

6. Classifications and Groups

In each Wally Class event only one (1) official Overall Classification will be issued with the relevant winners and trophies. Additional Trophies will be issued as follows:

- a. one Wally Trophy for the first classified " Wally Group 2" in the Overall Classification
- b. one Wally Trophy for the first " Group 80" Wally in the Overall Classification
- c. one Wally Trophy for the first classified " Wally Group Giga" in the Overall Classification

7. Scoring system of the Wally Trophy

A Wally Trophy is awarded at the end of the racing season using the **high point scoring system**. This system rewards the results according to the number of participants: the highest the participation, the highest the score.

The Wally with the highest number of points wins the Wally Trophy.

Each event has the same coefficient.

Points will be calculated in consideration of each event discard as stated in the notice of race and will be the sum of every valid race.

Wally not entering an event or a race will be scored with zero (0) points.

Only Wally participating at least in three (3) events will compete for the seasonal " Wally Trophy" . There will be trophies for the 1st, 2nd and 3rd classified Wally in the Overall ranking and for the 1st in Group 2 and Group 80.

8. 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 has to 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 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 one (1) break of five (5) 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.

In the " Long Races" (see definition in 12.a) no bonus and no penalty apply.

8.a Helmsman Wildcards

When an owner, family member or alternate (see 8.b) is not on board at the helm of his Wally during a Wally Class event, a Wildcard can be played.

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

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

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

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%) can 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.

8.b 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.

8.c 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 of the World Match Race Rankings in the last 20 years
- has been part of the last four (4) Olympic Games
- has steered during the last (five) 5 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, as a matter of safety, no driver restriction is applied.

9. Crew limit

The maximum number of people permitted on board during any event of the Wally Class will be that listed on the IRC certificate deducted by 10% rounded to the nearest integer number.

Guests are included in the total number of permitted crew, except that 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.

10. Wally officers

Every year one or more Wally Class official measurer/s will be appointed.

At each Wally event the Wally Class Secretary and/or the Class Measurer are entitled to check the compliance of the participating Wally yachts to IRC and Wally Rules and to inspect the boats at anytime at their discretion.

The Wally Class Secretary and Measurer can also file official reports to the International Jury and the Organizing Authority.

They are entitled to measure the boats before and during the Racing Season and to keep a record of each Wally.

11. Measurement

It is the owner's responsibility to have his yacht measured and to present a copy of the IRC certificate at least one (1) week before an event except for Palmavela where the deadline is instead set by its Notice of Race. The relevant rating Certificate will remain confidential until the first registration day in each event when the Class Secretary will circulate to the participants all IRC certificates.

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

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

Full hull laser scan measurement is required to obtain an IRC certificate and compete in the Wally Class.

The Class Secretary should be present during any measurement operation affecting the TCC (sails excluded) and shall be copied of any messages involving measurement between Wally teams and any Rating Offices.

All Wally yachts below 70 tons of weight should be weighted with a single point.

The load cell used for official weighing sessions shall be the same for Wally yachts of similar size and weight.

All sails must be measured and duly signed by an official measurer.
IRC Official Sails inputs spread-sheets shall be delivered to the Class Secretary in accordance with each rating certificate in use in the coming event.

Signatures of sailmakers will only be accepted as an exception. Certified sailmakers will be requested to proof their status in written submitting the " In House Certification" form.

12. Event schedule and courses

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

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.

Each Wally Class event included in the official calendar should have the following program:

- 1) in case of 4 (four) days of races with max 6 (six) races total: n.2 (two) days of Windward / Leeward races for a total of 4 (four) races + n.2 (two) days of Coastal races for a total of 2 (two) races.
- 2) in case of 5 (five) days of races with max 7 (seven) races total : n.2 (two) days of Windward / Leeward races for a total of 4 (four) races + n.3 (three) days of Coastal races for a total of 3 (three) races.

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 shall be made before the start of the first race of each event.

12.a Courses definitions

Long Race: a race longer than 60 nm

Short Race: a race shorter than 60 nm

12.b Starting sequence

In case of starting sequences with other classes the Race Committee should assure the following:

- 1- Wally always first class to start
or
- 2- Wally Class starts after 10 min in Windward / Leeward and after 20 min in the coastal courses (i.e. in the presence of Maxi 72 or J Class).

13. True Wind Speed limit

Races of any Wally Class events shall not start with less than 5 and more than 25 knots of true wind speed measured by the Race Committee during a 3-5 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.

13.a Communications

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

Internal Wally Class communications should preferably be done via email.

WhatsApp, text messages and phone conversations are only used as additional way of communication but are not considered official.

14. Configuration

All interior cruising equipment shall be kept on board and in its original place in accordance with IRC measurement condition (IRC #17) while racing. Please refer to appendix A.

15. Collisions and prescriptions

Collisions between Wally Yachts are strongly discouraged.

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

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

15.a Safety

During the five (5) minute starting procedure and in the five (5) 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.

16. 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 one (1) turn, including one (1) tack and one (1) gybe, is required.

17. 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.

17.a 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.

18. Berths during the Regattas

Based on past experiences and with the aim of having the best possible solution for all concerned, only the Wally Class Chairman will establish the allocation of mooring places for the Event in St. Tropez. This may apply to other venues as well.

To be accepted as an entry in a Wally event, it is mandatory to respect of the published mooring plan.

18.a LVDST: general criteria

In order to assign the mooring slots in St Tropez during les VDST the following elements will be considered by the Wally Class Chairman:

- New Wally yachts / new owners
- Wally entering more events during the season

APPENDICES A, B & C are part of the present Rule.

APPENDIX A

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
(note: in the Group 2 furling systems if present DURING THE MEASUREMENT? have to mounted and be operable anytime).

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 of the salon can be replaced with racing ones (more resistant and less expensive)
4. salon cushions
5. personal items such as books, DVD's, clothes, etc.

LAZZARETTE

1. tender (if in the lazarette)
2. diving gear
3. watercraft, jet ski, windsurf and any other cruising gear

GENERAL

- 1) 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 Wally Class shall be subject to the ISAF Offshore Special Regulation Category 3 with life rafts on board (sections 4 & 5) while competing in the Wally Class Racing Calendar events. Exceptionally, lifelines arrangements shall be at minimum as per originally supplied. OSR 4.04 is modified so that jackstays shall be on board but may not be mounted.

APPENDIX B

1. GROUP 2: with a minimum of two (2) entries, the Wally Class will consider a Group 2 at any Wally event as stated at Point 2 of the present rules.

2. GROUP 80: with a minimum of two (2) entries, the Wally Class will consider a Group 80 at any Wally event as stated at Point 2 of the present rules.

3. GROUP GIGA: with a minimum of two (2) entries, the Wally Class will consider a Group Giga at any Wally event as stated at Point 2 of the present rules.

2. Eligibility

The following Wally yachts are eligible to enter Group 2, Group 80 and Group Giga.

Group 2

- Angel's Share (Giga)
- Barong C
- Better Place (Giga)
- Dark Shadow
- Esense (Giga)
- Gibian
- Kauris III
- Kenora
- Nariida
- Saudade (Giga)
- Tiketitoo
- Wally B
- Yam

Group 80

- Aori
- Barong B
- Genie of the Lamp
- Ippogrifo II
- J One
- Inti
- Lyra
- Nahita
- Rvokan 2
- Tango G
- Tilakkhana
- Tuamata

3. Groups classification

Group 2, Group 80 and Group Giga results will be directly deducted from the Overall that includes all participating Wally Yachts.

Wally Yachts listed under Group 80 may enter Group 2.

A Wally can only register in one group at a time (Group 2 or 80, not both).

Not later than two weeks before a WallyClass event, each team shall declare its intentions and the Class Secretary will prepare a preliminary entry list with the relevant Groups splits.

4. Group 2 - Sails limitation

To be eligible to enter the Group 2 a Wally (such as described in the Wally Class Rule #2) shall respect the following limits (this substitutes Rule # 4 - Sails of the Wally Rules):

- one (1) main (so called " square-top mainsails" are not permitted)
- three (3) genoa/jibs: max 110% of J
- three (3) gennakers (including IRC Code 0)
- storm jib and trysail are not included in the above limits
- genoa staysails are not permitted

RATIONALE: a sail limitation rule for the Group 2 is intended to allow Wally Yachts with smaller or older sail inventories to remain competitive.

NOTE: If a furling system is not present on board (i.e. Wally 77) a furlable concept sail, with a maximum 110% LP, can be used.

4.a Group 2: further limitations

- racing jibs shall always be mounted with the swivel on top of their head when a furling unit is present
- jib furling systems, if present, shall be always complete and operable (Wally 77 is grandfathered)
- at the beginning of each event sails shall be declared to the Class Secretary not later than 2 hours before the warning of the first race
- sails on board can be chosen before leaving the dock every morning but shall not exceed the total number mentioned in point 4 of these rules.

5. Helmsman

Owners, as identified in point 8 of the Wally Rules, shall steer their yacht while crew members are not allowed to be at the helm during the start and marks roundings for any Wally smaller than 105 feet. On any Wally larger than 105 feet only the captain is allowed to steer in such circumstances without penalties, if the owner decides not to steer.

If the owner is not at the helm in the mentioned limits the yacht will have her elapsed time increased by 1%.

For over 130 feet LH Wally Yachts, as a matter of safety, no penalty is applied. Super-professional rule 8.c is in place.

APPENDIX C

Definition of a Wally - Guidelines

A Wally shall be built by a Wally Yard or in one of the yards selected and approved by Wally. Wally Yachts from other yards are grandfathered.

To be approved as a WallyCento, regardless if built by Wally facility or by an approved different yard, a Wally shall be in compliance with the WallyCento rule.

- A. **Hull:** any material
- B. **Appendages:** free
Keel draft limits:
 - 5 meters for yachts ≤ 90 feet of length (if equipped with lifting keel the max measure is referred to the lifted position).
 - 5,5 meters for yachts between 91 and 100 feet of length (if equipped with lifting keel the max measure is referred to the lifted position).
 - No draft limits for Wally yachts ≥ 101 feet of length.
 - Existing Wally yachts are grandfathered.
- C. **Sail Plan:**
 1. mainsail: free shape
 2. jibs: maximum LP = 110%
 3. spinnaker poles are not permitted.
- D. Bowsprit shall be removable (not while racing but, for instance, for shipping)
- E. Winches: only automated by electrical or hydraulic power
- F. Mooring equipment: Minimum of 6 solid cleats
- G. Anchor system: either a Wally submerged system or a pivoting arm cradle. Systems (but not anchor and chain) must remain on board while racing
- H. Deck: fully covered by natural teak. Different wood or fake teak to be approved by Wally
- I. Standing Rigging: any material, swept-back spreaders (minimum angle required 17°), adjustable backstay. Wally yachts launched before 1 January 2016 are grandfathered. In the

event that mast (and rig) would be replaced after 1 January 2016, new masts must have the spreaders with the minimum angle above mentioned (17°).

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). The Magic Trim (hydraulic rams) shall be sized to allow a minimum actual run of the running backstays of 3.5 meters.
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 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.
7. boom: only winged or V shaped booms are permitted that are capable of containing the mainsail (with battens) without any lazy jack system
8. forestay: only Furling hydraulic or electric Systems or Hanks (soft or regular) are allowed. Tuff Luff or similar light-weight foils systems are not permitted.

Double Backstays / existing Wallys:

Wallys built after 1st 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 in the Magic Double of a suitable length.

Wallys built before 1st January 2012 that intend to adopt the double backstays system to serve the square top main, shall:

- a) Install an automated system to allow tacking with hydraulic rams only, while jibing will be allowed using the hydraulic or electric winches.
- b) Install corrective weighs in the attachment 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

These 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 by the Wally Class Secretary and reported on the rating certificate.

Retroactive rule amendments to accommodate any retrofitting carried out without Wally approval will no more be allowed in the future.

J. Interior layout:

1. minimum of three (3) guest cabins and three (3) guest bathrooms plus crew cabin/s and bathroom/s
2. one (1) living and one (1) 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 54% of the LOA of the yacht
4. the minimum headroom, in 90% of the walkable area, shall be minimum 190 cm
5. living area: 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 can 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.

NOTE: any exceptions must be submitted to Wally and approved by a majority of Wally class members.

L. Systems:

each boat has shall have at least:

1. minimum one diesel engine capable to run continuously:
 - 9 knots of speed or better for Wally 95' and shorter
 - 10 knots of speed or better for Wally 95' and longer
2. engine room insulation type B15
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. It shall supply at least 12 kW.
5. air Conditioning: in all living areas with minimum 0,8 btu each kg of boat weight
6. one (1) water-maker min. 100 l / hr
7. fuel and water tanks: minimum l. capacity 1,500 litres each
8. galley with at least:
 - three (3) stoves and oven with relevant hood
 - one (1) refrigerator + one (1) freezer with total minimum capacity of 200 litres
 - one (1) sink and relevant tap
 - four (4) 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 fire fighting systems to comply with Flag requirements
12. communication and electrical systems to comply with flag requirements

M. Interior Finishing:

1. 90% of cabins, saloon and living area's hull and deck inner skin, as well as bulkheads shall to be coated by any materials other than its own paint.
To be interpreted as follows: areas to be considered as the 90% to be covered by materials other than paint are only the ones contained between the floorboards and the headlinings (already covered by point 2) included partitions, walls, hull sides, etc. The mast and the keel box/es are not included
2. all other areas forming the rest 10% have to be painted/clear
3. floorboards and headlining have to be fitted
4. one (1) 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 installed on the relevant beds
7. any cascade or purchase systems running in the living areas aimed to fold or lower the sails are prohibited

Following the rapid evolution of new materials, as Wally has always done, different aesthetical and technical solutions in accordance with the Wally spirit and standards to be monitored and approved by Wally.

NOTE 1: Offshore Special Regulations Categories requirements, in accordance with each event's Notice of Race shall be respected in addition to what is written above.

NOTE 2: Grandfathering is assured for Wally's already competing in the Wally Class and accepted by the Class Association.

WALLYCENTO RULE

Inclusive of the 2011-2012 approved amendments

Part 1 - ADMINISTRATION

100 General

100.1 it is the intention that the rules and specifications for the Wallycento provide close racing within a small range of time allowance in grand prix competition, and that yachts designed to this rule be fast, sound and seaworthy.

As all with Wally Yachts, the Wallycento is aimed to maintain a high resale value over time.

100.2 The Wallycento Rule is part of the 2011 edition of the Wally Class Rules. In case of conflict the Wallycento Rule shall prevail.

101 Language

101.1 The official language of the Wallycento Rule is English and in case of dispute over translations the English text shall prevail.

101.2 The word "shall" is mandatory and the word "may" is permissive.

102 Abbreviations

IRC IRC Rating

ORC Offshore Racing Congress

ISAF International Sailing Federation

RRS Racing Rules of Sailing

OSR Offshore Special Regulations

103 Authorities

The sole authority for the Wallycento Rule is the Wally Class in the form of its President and its Class Secretary. The Wallycento Rule and its following interpretations shall be maintained and administered at their discretion.

104 ISAF and Wally Rules

104.1 Accommodation Regulations as defined in the 2011 Wally Class Rules shall apply.

104.2 Advertising is not permitted on hull and sails.

104.3 ISAF Offshore Special Regulations Category 2 mono-hull sections 1,2 & 3 shall apply.

104.4 Germanischer Lloyd "Guidelines for the Structural Design of Racing Yachts \geq 24m, Edition in force at the time of its involvement" apply.

105 Rules Stability and possible amendments

Stability of the rule core shall be guaranteed for 5 years until December 31st 2015. Changes to the rule shall be announced before December 31st 2013.

Notwithstanding the above, amendments and corrections to the Wallycento Rule may be issued with majority approval of the Wally Class Members.

106 Rules Interpretations

The President, the Class Secretary and the Class Measurer together may at any time issue interpretations of the Wallycento Rule. Any such interpretations shall be sent by email to all Class Members and published on the Wally web site.

107 Measurement

107.1 The present chosen Rating System is IRC in conjunction with ISAF OSR as above 104.3. Notwithstanding this, other rating systems could be adopted after 2013 with the approval of the majority of the Class Members.

107.2 All measurements shall be within the limits defined in these class rules without any rounding of measured or calculated values (e.g., where a limit is given as maximum 12.5, a measured value of 12.501 would not comply).

107.3 Measurements shall be performed by the Class Official Measurer who shall complete yacht inspections together with the Class Secretary. An inspection timetable during the construction period will be defined in a separate document.

108 Rating Certificates

108.1 A Wallycento shall have only one valid IRC Endorsed Rating certificate at any time.

108.2 Yearly limits: the Wally Class Rule applies.

Part 2 - GENERAL

201.1 Hull, Appendages, Interiors, Accommodations, Propulsion Engine and Strut Drive, Rig & Standing Rigging whenever not included in this document, shall be in accordance with the 2011 Wally Class Rules (including Appendices) and the Wallycento General Technical Specifications.

201.2 Key features

- a. the Wallycento shall be mono-hull with only one centreline keel.
- b. trim Tabs are NOT permitted
- c. lifting Keels are permitted.
- d. canting and rotating keels are NOT permitted
- e. any kind of water ballast systems is NOT permitted
- f. daggerboards, bilgeboards and canards are NOT permitted
- g. Wally Anchor approved systems are mandatory
- h. retractable propellers are permitted
- i. one (1) or two (2) rudders are permitted
- j. if two (2) rudders are used they shall be in the same transverse plane
- k. the transom must have an inclination of minimum 4 degrees from the vertical
- l. counter sterns are not permitted
- m. a minimum of two (2) hull portholes are mandatory in the living room, one on each side of the yacht
- n. the Wallycento shall be equipped with self tacking jibs using a transverse track
- o. other jib sheet leads control devices may be mounted and used whilst racing
- p. canting or rotating masts are NOT permitted
- q. forestay: a hydraulic or electric Jib Furling System is mandatory
- r. tuff luff or similar light-weight foils systems are NOT permitted

Part 3 - MEASUREMENT

301 Equipment Inspection

The following variations from the certificate weights shall be declared by the equipment inspector before an event (see RRS 78.3):

BOAT WEIGHT -500 kg
KEEL WEIGHT +500 kg

Part 4 - TABLE OF LIMITS

401 Limits

All measurements shall be within the Minimum and Maximum limitations defined as follows:

Definitions	Min	Max	Units
LH	30.00	30.48	m
LWP	-	29.50	m
BO	-	0,20	m
Hull Beam	6.50	7.20	m
Draft fixed keel	-	5,00	m
Draft lifting keel	4.50 (max)	6.20	m
Boat Weight	45.000	50.000	kg
P	42.00	43.00	m
FL	-	43.00	m
J	11.50	12.00	m
BAS	2.40	3.00	m
E	13.50	14.00	m
STL	15.50	16.50	m

Part 5 - DEFINITIONS

IRC Definitions:

LH Length of Hull

LWL Waterline Length (LH-BO-SO)

BO Bow Overhang: the longitudinal distance between the foremost point of the hull and the foremost point of the waterline

Boat Weight in accordance with IRC #17: to be taken in measurement conditions

Draft to be taken in measurement conditions

P the distance between the mainsail (in the case of a schooner, the foremast sail) upper limit mark, which shall be permanently marked by a 25mm band of contrasting colour, and the top of the boom when set at right angles to the mast, or the mainsail tack point whichever is lower, on the mainmast (in the case of a schooner, the foremast). If there is no band the measurement shall be taken to the top-bearing surface of the halyard shackle. In the case of a gaff rig, the upper measurement point is the peak point of the mainsail or the head point of the topsail if on board.

FL the forestay length measured from the forward end of J to the higher of either:

a) the forestay rigging point, or:

b) if a headsail may be set forward of the forestay, the intersection of the spar and the lower edge of the halyard used to hoist the headsail, when at 90° to the spar, extended as necessary.

E the outer point distance of a mainsail (or in the case of a schooner, a foremast sail). The outer limit mark shall be permanently marked by a 25mm band of contrasting colour. If there is no band the measurement shall be taken to the aft end of the boom.

STL the length of the longest spinnaker pole, whisker pole or bowsprit measured on or near the centre line of the boat from the forward face of the mast spar to the extremity of the spinnaker pole, whisker pole or bowsprit, or the horizontal length from the forward face of the mast spar at deck level to the spinnaker tack point on deck projected vertically as necessary, whichever is the greatest.

ORC Definitions

J the foretriangle base. Where there is the capacity for the mast to be moved at the deck, J shall be measured with the mast at the aftermost limit of adjustment unless a 1 in (25mm)

contrasting measurement band is provided. In this case J shall be measured to the aft edge of the band and the forward face of the mast shall not move aft of this point.

BAS the vertical distance between mast datum point and lower point on the mast.

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