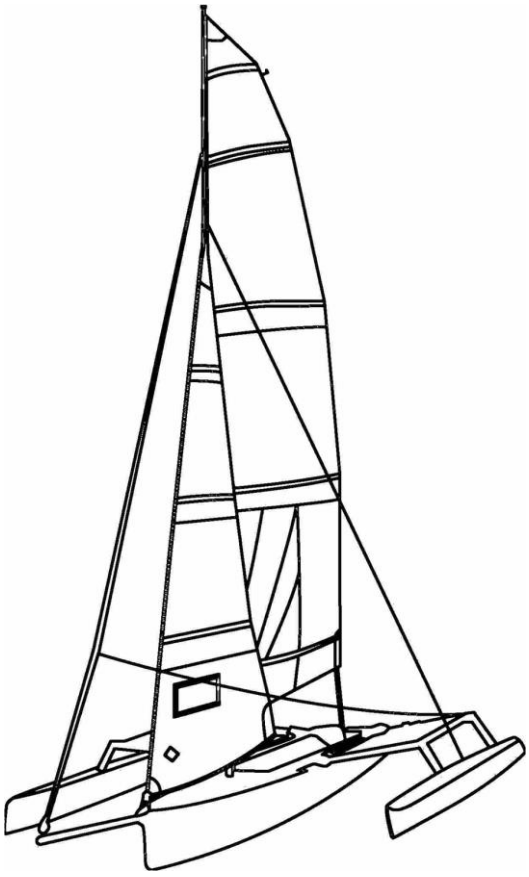
WETA 4.4 class rules



Contents

Introduction

The Weta 4.4 class is a closed class rule. It is a builder one design.

The intention of these rules is to ensure that the boats are as similar as possible on all aspects affecting performance.

Anything which is not expressly authorized by these rules is prohibited.

Any evolution of the rule will endeavor to preserve the competitiveness of already distributed boats, with the anteriority clause (paragraph 20).

The Weta 4.4 is a trimaran developed by Weta Marine Ltd (New Zealand). The hull, the beams, the appendices, the rigging and the sails are exclusively manufactured by Weta Marine Ltd, or by their licensed manufacturers.

The real test in the race is between crews and not between boats and equipment.

The mast, beams, sails, rudders and location of the deck fittings and equipment must be in accordance with class rules diagrams. Class rules tolerances are intended to take into account unavoidable construction dispersions and should not be exploited in order to alter the construction.

This introduction sets the framework for class rules and is not part of the Weta 4.4 class rules.

1. Generalities

The Weta 4.4 class is a class with "closed rules". It's a builder one-design.

The intention of these rules is to ensure that boats are as similar as possible in all aspects affecting performance.

Anything not expressly authorized by these rules is prohibited.

Any changes in the measurement rules will seek to preserve the competitiveness of boats already distributed, thanks to the anteriority clause (paragraph 20).

The Weta 4.4 is a monotype trimaran and the real test in racing is between the crews and not between boats and equipment.

A Weta 4.4 must run in accordance with the rules below, with the hulls, beams, rudder, centreboard, mast, sails, supplied by the manufacturer[currently: Weta Marine (New Zealand)].

No addition or modification may be made to the shape of the hulls, mast, centreboard and sails, except where a change or modification is specifically authorized by these rules.

The hulls, mast, beams, sails, rudder and rudder must comply with the measurement rules. Measurement rules tolerances are intended to take into account unavoidable construction dispersions and should not be exploited in order to alter the construction.

The Weta 4.4 rules are managed in France by Weta Classe France, the Weta 4.4 Owners' Association, which must have any changes to these rules approved by the Extraordinary General Meeting of members.

Proposals for changes or modifications to the Weta 4.4 class rules must be submitted in writing by 15 October of each year at the latest to Weta Classe France, which will study and possibly issue a proposal for changes to the rules.

The Extraordinary General Meeting of Weta Classe France may or may not adopt the amendments that will be published on the Weta Classe France website.

It is the responsibility of the competitors to check and maintain, at all times, their boat in accordance with these rules.

It is the responsibility of each crew member to comply with the law, for example regarding compliance with the minimum mandatory armament equipment on board according to the navigation zones, or the wearing of an adapted lifejacket.

In the event of a conflict of either part of the boat during a measurement rule control, the following procedure will be followed:

A sample of 5 vessels with serial numbers as far as possible must then be measured under strictly identical conditions, using the same measurement techniques and equipment.

The measurements on the vessel in dispute must be between the minimum and maximum measured on the 5 vessels.

If the measurements of the vessel in question are outside the measurements made on the 5 vessels, the complete information will be transmitted to Weta Class France for a final decision.

If one of the measurements in the sample is abnormal, this information must be transmitted to Weta Classe France.

2. Builders

The only professional manufacturer authorized to build the Weta 4.4 is, to date, Weta Marine NZ.

The brand and origin of each boat must be easily identifiable by the serial numbers of the hulls and the manufacturer's plate.

3. Registration

No boat may be allowed to run in the series without a valid Measurement Certificate. The certificate shall consist of the manufacturer's plate affixed by Weta Marine or the manufacturer indicating the serial number of the hulls, which is also the serial number of the sails.

4. Measurement

Only a measurer recognized by his National Authority may measure the boat, its sails, spars, fittings and judge whether or not it conforms to the rules of the series.

A measurer cannot measure a boat, its spars, sails or fittings if it is the owner.

It is the owner's responsibility to ensure at all times that the boat, its spars, sails or fittings comply with the class rules.

All boats with their measurement certificate are liable to be re-measured at the discretion of the National Authority, a racing committee, a jury or a representative of the Weta Class France association, but only by an official measurer. A re-measured boat found to be in violation of the class rules may be disqualified.

A certificate is cancelled if there is a structural change, replacement of parts or major repairs to the vessel. The points concerned must be checked by an official measurer.

5. Markings

8,3m² Mainsail

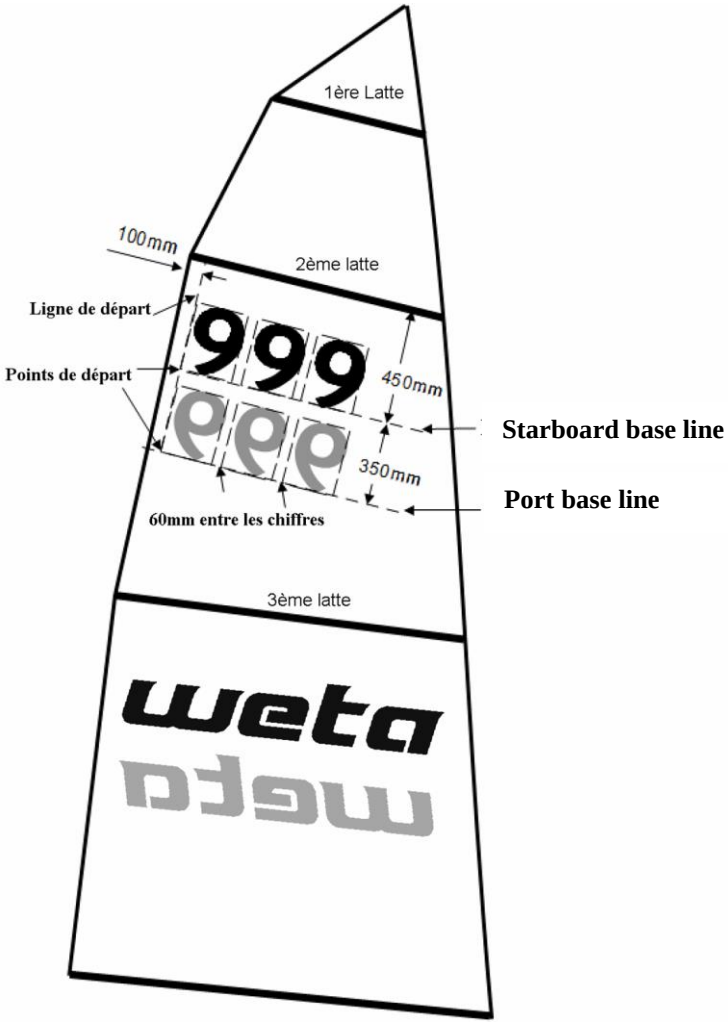


Diagram 1: Positioning of sail numbers

The colour of the sail numbers is preferably black, if not very contrasting. The sail numbers are affixed to the mainsail, between the 2nd and the 3rd battens.

The numbers on the starboard side of the sail are above the port side numbers.

The dimensions of the digits are as follows:

- Character height: 300mm (tolerance +/-10mm)
- Character width: 200mm (tolerance +/-10mm), except for digit 1.
- Distance between characters: 60mm (tolerance +/-20mm)

The sail starboard side number base line is placed 450mm (tolerance +/-20mm) below the second batten from the top of the sail. The base line of the sail number is therefore parallel to the second batten.

The starting line of the characters is perpendicular to the second batten located at 100mm (tolerance +/-20mm) from the mainsail leech. The starboard and port side numbers are aligned on this line.

The sail port side number base line is 350mm (tolerance +/-20mm) below the base line of the starboard side number. The base line of the sail number is therefore parallel to the second batten.

A black "weta" inscription must be affixed between the 3rd and 4th batten on each side. The starboard side marking must be above the port side marking.

9,3m² square top mainsail

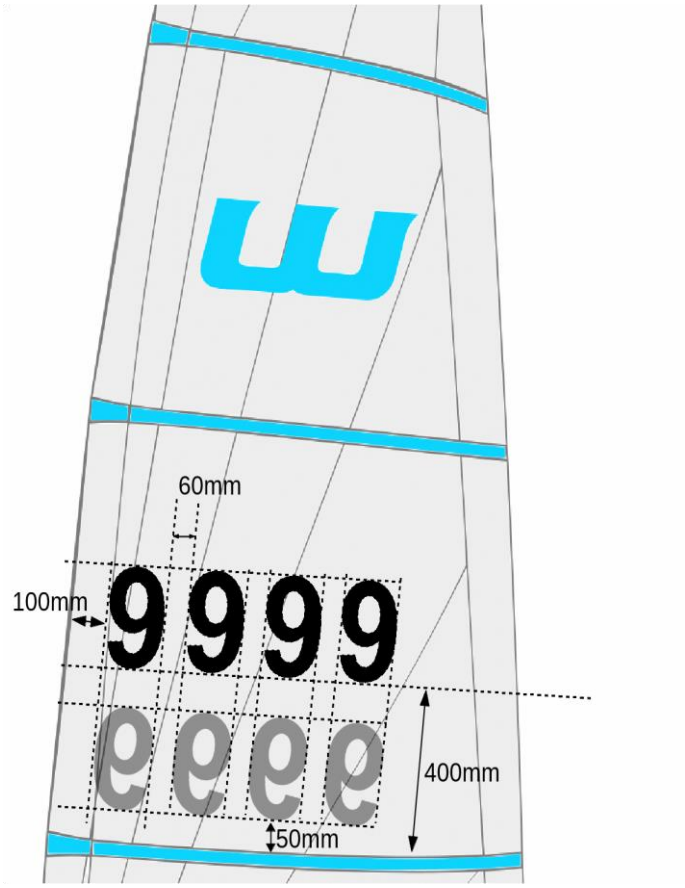


Diagram 2: Positioning of sail numbers

The color of the sail numbers is preferably black. The sail numbers are affixed to the mainsail, between the 2nd batten and the 3rd batten.

The numbers on the starboard side of the sail are above the port side numbers.

The dimensions of the digits are as follows:

- Character height: 300mm (tolerance +/-10mm)
- Character width: 200mm (tolerance +/-10mm), except for digit 1.

- Distance between characters: 60mm (tolerance +/-20mm)

The sail starboard side number base line is placed 400mm (tolerance +/-20mm) above the third batten from the top of the sail. The base line of the sail number is therefore parallel to the third batten.

The character start line is located at 100mm (tolerance +/-20mm) from the mainsail drop. The starboard and port side numbers are aligned on this line.

The sail port side base line is placed 50mm (tolerance +/-20mm) above the third batten from the top of the sail. The base line of the sail number is therefore parallel to the third batten.

Positioning of country code letters

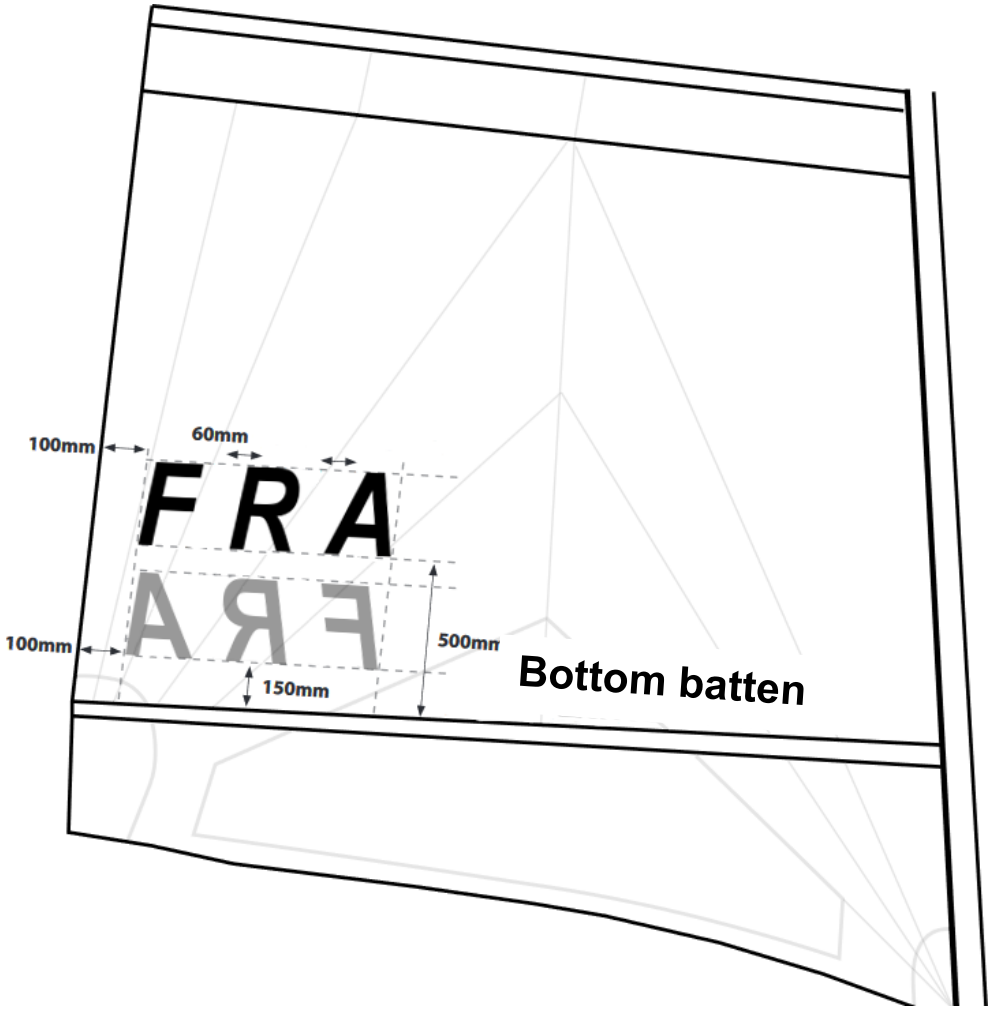


Diagram 3: Positioning of country code

The color of the country code letters is preferably black. The letters of the country code are affixed to the mainsail, just above the lower batten of the mainsail.

The letters on the starboard side of the sail are located above the port side letters

The dimensions of the digits are as follows:

- Character height: 300mm (tolerance +/-10mm)
- Character width: 200mm (tolerance +/-10mm), except for digit 1.
- Distance between characters: 60mm (tolerance +/-20mm)

The sail starboard side letter base line is placed at 500mm (tolerance +/-20mm) above the first batten from the bottom of the sail. The base line of the country code is therefore parallel to this batten.

The character start line is located at 100mm (tolerance +/-20mm) from the mainsail drop. The starboard and port side letters are aligned on this line.

The sail port side base line is placed at 150mm (tolerance +/-20mm) above the first batten from the bottom of the sail. The base line of the country code is therefore parallel to this batten.

The presence of the letters of the country code on the sail is compulsory for all boats participating in a regatta abroad, and optional for all boats participating in a regatta in their country of residence.

6. Hulls and decks

Brand and model-independent inspection hatches can be added to the central hull if this does not affect the structural strength of the boat. Boxes or material can be freely installed inside these hatches.

Holes in the hulls can be drilled freely to attach fittings, camera brackets, or any other element that the owner deems useful. The owner must nevertheless ensure that this operation does not weaken his boat.

No appendices are permitted on hulls below the waterline except for rudder and centreboard.

7. Platform

Each of the two floats must be joined together by two beams connecting it to the central hull: one at the front and the other at the rear. There shall be no beams other than the front and rear beam.

Drilling holes in the beams is prohibited.

The beams must be fixed to the floats in a non-removable manner and fit into the main hull for easy disassembly.

No mechanical locking device is provided between the beams and the central hull, apart from the trampoline fixing system.

8. Weight of ready-to-sail boat

Water ballasts and mobile ballasts, whether or not fixed to the boat, are prohibited.

9. Centerboard

The centerboard is of dagger-board type.

10. Rudder

The rudder is hinged on the transom of the central hull by normal fittings and has a device to hold it in place in case of capsizing.

The axis of rotation must not extend beyond the centre hull.

In the zero position the rudder must be in the longitudinal symmetry plane of the centre hull.

Foils and other appendices are prohibited.

Changes to the rudder control system are free.

A bar angle locking system (sandow, rope, Velcro) is tolerated.

11. Mast

The mast must be a two-part carbon profile that fits into each other without cutting or adding stiffeners that can alter its stiffness or flexibility. The mast does not include the mast base attached to the centre hull, but includes the mast base reinforcement cap for boats equipped with it.

The position of the mast foot is fixed and not adjustable.

12. Standing rigging

The standing rigging consists of 2 side stays, 1 forestay. There must be no other standing rigging.

There must be one stay per float. These shrouds are attached to the hulls by means of a rigging batten, or any other equivalent system.

There must be only one forestay. The forestay shall be fixed to the front of the central hull by means of a cordstay, or any other system which can be adjusted and secured securely.

Adjusting the standing rigging is prohibited during navigation.

The forestay and stays can be replaced with equivalent cables of any material manufactured by any supplier.

13. Running rigging

The diameters and lengths of the sheets, strands and halyards are free.

The materials used for running rigging are free.

The position and number of fittings are free. The owner of the boat is solely responsible for positioning choices which could endanger the structure of the boat, in particular by fixing pulleys or cleats in places not intended and not reinforced for this use.

The choice of suppliers and models for running rigging is free.

14. Crew weight

There is no minimum weight for crew.

15. Sails

The sail must consist of a mainsail, jib and gennaker. To date, only sails distributed by Weta Marine NZ are allowed to run.

Only one set of sails including a mainsail, jib and gennnaker is allowed per event. Any replacement of one of the sails in the same race must be approved by the regatta Race Committee President.

WORLD SAILING's sail measurement rules apply if there are no conflicts or contradictions with the class rules.

Any repair can be carried out on a sail, as long as it does not affect its dimensions. Any eyelet on a sail may be replaced by an equal or larger eyelet placed within the limits of its original location.

Telltales can be added on all 3 sails

All sails supplied by the manufacturer to date are allowed to run. There are two types of mainsail: the classic mainsail and the so-called square top sail with a surface area of 9.3m² instead of 8.3m². In order to maintain equal opportunities between competitors, regardless of the sails, a rating system will be applied according to the type of mainsail. This rating will be calculated by the French Sailing Federation.

During a race, the rider is free to choose whether or not to rig the Gennaker and the jib. No distinction will be made between boats according to their sail plan.

Jib

WORLD SAILING's sail measurement rules apply if there are no conflicts or contradictions with the class rules.

Battens are allowed. The jib can have a maximum of 3 battens. These battens, if present, must not exceed 50mm in width, must be sewn into the sail and therefore cannot be adjustable in position or tension.

The fall must not be convex in any way.

The method of attaching the jib to the forestay is free. Reefers, furlers or equivalent systems are permitted.

The jib must be carried on the forestay. The tack must not extend below the intersection of the forestay crow's feet and forestay.

Mainsail

WORLD SAILING's sail measurement rules apply if there are no conflicts or contradictions with the class rules.

The sail must have a free foot.

The mainsail can have a maximum of 5 battens for the 8.3m2 sail, or 6 battens for the square top sail. These battens must not be more than 50mm wide. They must not extend more than 50mm beyond the sail leech.

The battens must not have moving parts. Any type of batten tip can be used but the batten tension cannot be adjusted during navigation. The choice of battens is free.

The mainsail must be hoisted with its luff line contained in the mast's sail feeder. It shall not be equipped with coupling or double sail feeder or any other streamlined body.

3 eyelets are authorized at the mainsail clew. These 3 eyelets are only authorized to hook the hook of the mainsail sheet.

Gennaker

The gennaker must be rigged between the mast and the prod. It is positioned on a reefer, furler or similar system.

The position of the gennaker sheet passage point is free.

16. Prod

The prod shall be an extension of the main hull central axis on its bow face.

Adjusting the outer end is prohibited. Its position must be fixed.

The prod is a carbon tube of constant cross-section.

The furling of the Gennaker consists of a furling system.

17. Miscellaneous

No righting devices other than: righting straps, foot straps. The trapeze is forbidden.

The following things are prohibited: jib pole, jib rails, jib boom, mainsail boom, hoist or lever boom yangs, hydrofoils, ballasts, self-bailing, strakes structures, fairings, chines and any protruding outside of planking, other than the standard equipment.

Electronic equipment is permitted as long as it does not act directly on the rudder, centreboard or sails. VHF, telephones, distress beacons, GPS and others are therefore allowed. However, electronic equipment may be expressly prohibited for a regatta by the race instructions. The race committee president may authorize or refuse the use of electronic equipment that does not comply with the race instructions.

Shroud telltales, weathervane, barometers, compasses or any other equivalent mechanical equipment are authorized as long as they do not act directly on the rudder, the centreboard or the sails.

18. Mandatory security equipment for sailing

Nothing may be modified or removed on a Weta 4.4 that could in any way alter the integrity of the structure or the safety features of the boat.

The buoyancy reserves of each hull supplied by the manufacturer shall not be reduced or withdrawn.

During racing, the inspection hatches and drain plugs must be in place, unless after capsizing, the opening of a trapdoor is necessary to right or empty the boat.

Each skipper is responsible for the safety equipment on board according to the navigation zone and the rules in force.

19. People on board

The weight of the crew and number of persons on board must comply with the legislation.

20. Grandfather clause

All Weta 4.4 trimarans built and distributed before number 1000 are allowed to race on all the regattas open to Weta trimarans with their hulls, mast, rudder, centreboard, standing rigging, beams, trampolines and sails of origin. If any of these items are replaced on any of these vessels, they shall comply with these measurement rules.

21. Annexes

Hulls dimensions

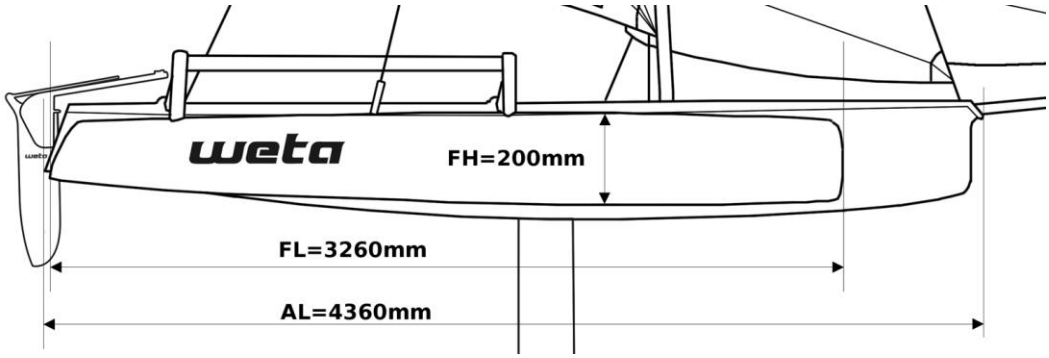


Diagram 4: Dimensions of hulls - lateral view

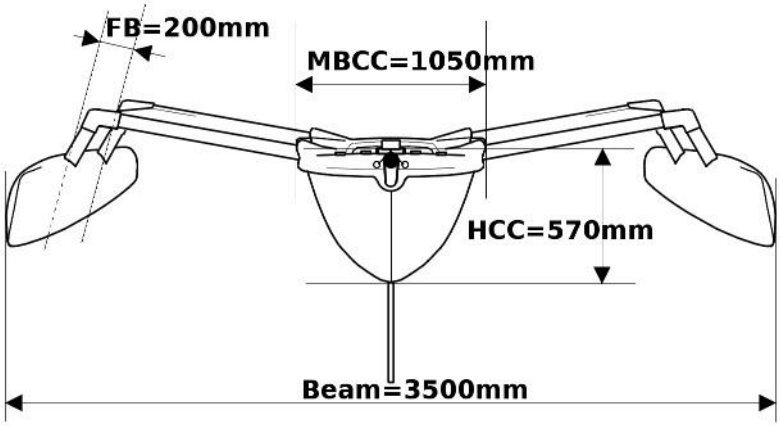


Diagramme 5: Dimension des coques – front view

Dimensions of hulls	Minimum	Measure	Maximum
AL Overall lenght of central hull	4340mm	4360mm	4380mm
Beam Boat beam at largest width, measured with rigging stretched	3590mm	3610mm	3630mm
MBCC Central hull beam at largest width	1010mm	1020mm	1030mm
HCC Height between the mast base and the lowest point of the central hull	590mm	600mm	610mm
FL Float length	3240mm	3260mm	3280mm

FH Float maximum height	190mm	200mm	210mm
Central hull weight, screwed fittings included.	67Kg	-	-
Float weight without trampoline and fittings	17,5Kg	-	-
Boat minimum weight set for sailing, platform dry and clean, with the 3 sails and the running rigging, without safety equipment or other.	120Kg	125Kg	-

Dimensions of rudder and centreboard.

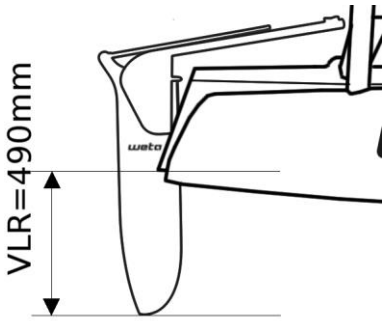


Diagram 6: Rudder dimensions

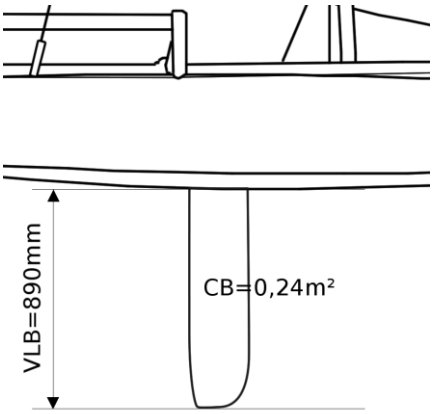


Diagram 7: Centreboard dimensions

Dimensions od rudder and centreboard	Minimum	Measure	Maximum
VLR Immersed length of rudder blade	0mm	-	490mm
RS Immersed surface of rudder blade	0,05m²	0,09m²	0,10m²
VLB Centerboard maximum immersed length under the hull	0mm	-	890mm
CB Centerboard maximum immersed surface under the hull	0,00m²	0,24m²	0,34m²

Mast dimensions

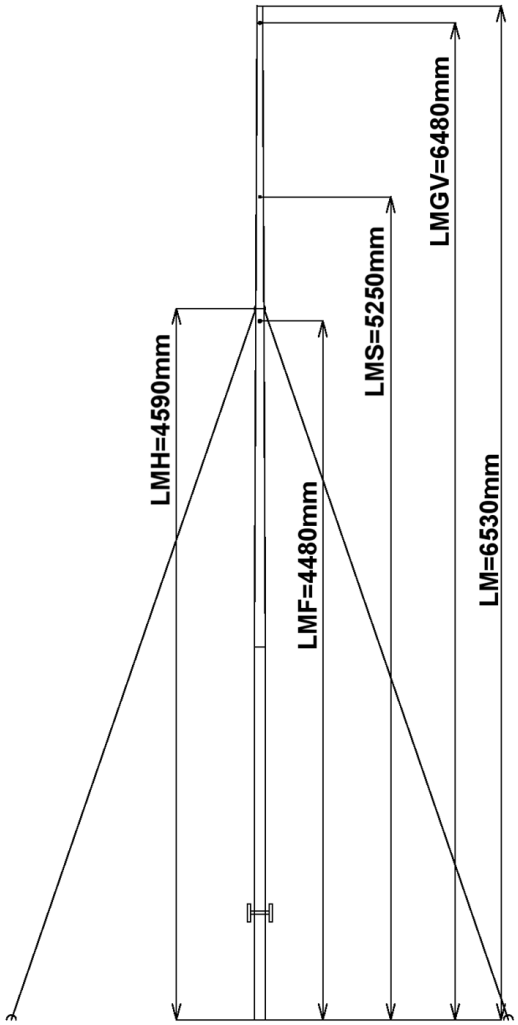


Diagram 8: Mast dimensions

Mast dimensions	Minimum	Measure	Maximum
LM Mast maximal length	-	-	6530mm
MBD Mast diameter at its base	-	-	70mm
MHD Mast diameter at the top	-	-	35mm

LMS Head of gennaker halyard	-	5250mm	5270mm
LMF Head of jib halyard	-	4480mm	4500mm
LMGV Mainsail headpoint	-	6480mm	6500mm
LMH Fixation point of the 2 stays and of the forestay	4570mm	4590mm	4610mm

Sails dimensions

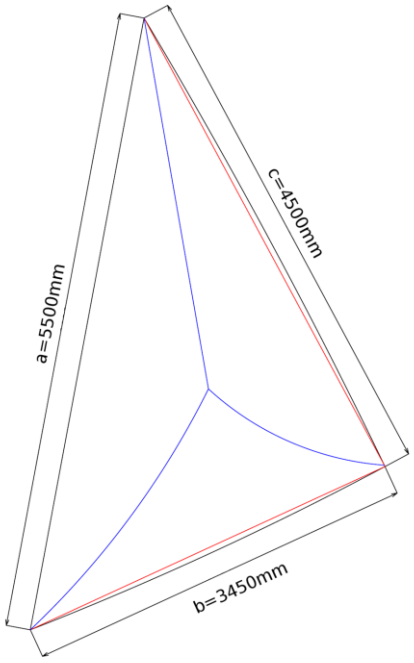


Diagram 9: Gennaker dimensions

Sails dimensions	Minimum	Measure	Maximum
aFoc Jib luff	0mm	4450mm	4480mm

bFoc Jib foot	0mm	1540mm	1570mm
cFoc Jib leech	0mm	4030mm	4060mm
Sfoc Jib surface	0m²	3,18m²	3,28m²
aSPI Gennaker luff	0mm	5500mm	5600mm
bSPI Gennaker foot	0mm	3450mm	3550mm
cSPI Gennaker leeech	0mm	4500mm	4600mm
SSPI Gennaker surface	0m²	8,0m²	8,3m²

Mainsails dimensions

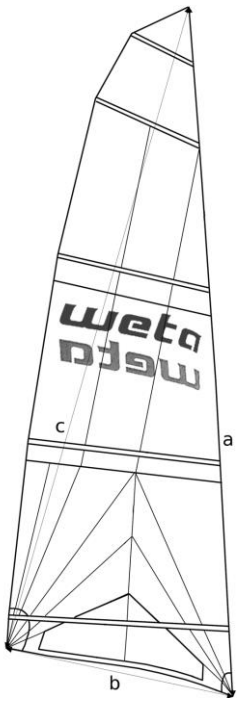


Diagram 10: Mainsails dimensions

Sails dimensions	Minimum	Measure	Maximum
aGV Standard mainsail luff	0mm	6100mm	6140mm
bGV Standard mainsail foot	0mm	1950mm	1990mm
cGV Standard mainsail leech	0mm	5950mm	5990mm
SGV Standard mainsail surface	0m²	-	8,30m²
aGVc Square top mainsail luff	0mm	-	5840mm

bGVc Square top mainsail foot	0mm	-	1940mm
cGVc Square top mainsail leeach	0mm	-	6000mm
dGVc Square top mainsail square top length	0mm	-	660mm
SGVc Square top mainsail surface	0m²	-	9,3m²

Prod dimensions

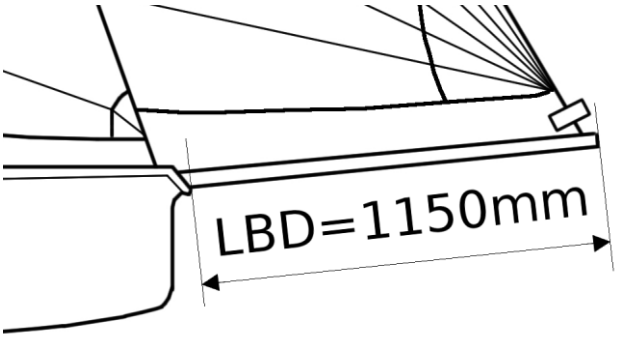


Diagramme 11: Prod dimensions

Prod dimensions	Minimum	Measure	Maximum
LBD Length of prod exceeding the central hull	-	-	1150mm