# Techno 293 Class Association

A “recognised” ISAF Class

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## TECHNO 293 COMMITTEE

| | | | |
|---|---|---|---|
| **Chairman**: | Ezio Ferin | (FRA) | ezio@internationalwindsurfing.com |
| **Vice-Chairman**: | Marc Cardon | (FRA) | marc.cardon@wanadoo.fr |
| **Committee**: | | | |
| Technical: | Didier Flamme | (FRA) | Didier.flame@ffv.fr |
| Technical: | Helen Cartwright | (GBR) | helen.cartwright@rya.org.uk |
| Technical: | Marco Rossi | (ITA) | mared@fastwebnet.it |
| | Deborah Powell | (ESP) | deborahp@attglobal.net |
| Measurer: | Ceri Williams | (GBR) | ceri@internationalwindsurfing.com |

## ALOHA WORLD CHAMPIONS

| **2005 Boys** | **2005 Girls** |
|---|---|
| Alistair Masters (GBR) | Leonore Bosch (FRA) |
| David Woods (GBR) | Sybil Bosch (FRA) |
| Joseph Gueguen (FRA) | Helen Noesmoen (FRA) |

# Techno 293 Class Association

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## Constitution

**NAME, RESIDENCE & PURPOSE**

**1. Name. Residence**

The name of the association is the (Recognised) Techno 293 Class Association, a non-profit sports association, affiliated to the International Sailing Federation, and currently resident in the UK.

**2. PURPOSE**

To promote and manage Techno 293 Class competition at International, Continental and World Championship level and represent the interest of the owners and their National Associations at ISAF.

**3. LANGUAGE**

The official language of the class and all its publications is English, in this constitution the word “shall” is mandatory and the word “may” is permissive.

**MEMBERSHIP**

**4. ASSOCIATIONS**

4.1 Membership may be granted to those National Techno 293 Class Associations or National Sailing Federations controlling the class activity in a country, and recognised as such by the ISAF member organisation for that country.

4.2 Membership may be granted to those National Techno 293 Class Associations who apply for membership to the class General Assembly.

**5. MEMBERSHIP FEES**

5.1 Each member shall pay annual fees, as set by the General Assembly. As long as the Techno 293 Class wished to remain member of the IWA, the fee structure for classes will be agreed with the IWA.

5.2 All subscriptions are due on 1 January each year.

5.3 A member who has not paid his (their) annual fees will not be entitled to any rights or privileges of membership.

**ORGANISATION**

**6. BODIES**

The Techno 293 Class consists of The Class Committee and the General Assembly.

**7. GENERAL ASSEMBLY**

7.1 The General Assembly shall be the authoritative body of the class which will devolve such general administrative and/or executive power to the Class Committee it deems relevant.

7.2 The general assembly shall consist of member delegates (appointed by the member Associations) and the elected members of the Class Committee, each with one vote. The general assembly may appoint honorary members with or without voting rights.

7.3 Ordinary meetings of the general assembly shall be held annually, usually at the World Championships.

7.4 A special meeting of the general Assembly shall be held on demand of 1/3rd of the current associations as defined in Item above.

7.5 The Agenda of ordinary General Meeting shall contain:-
Previous Minutes
Chairman's Report
Financial Statements
Class Committee Elections (Bi-annual)
Class Committee recommendations
Class Rule change submissions for ISAF

7.6 Each delegate or Committee member has one vote, but may represent no more than two other member associations from whom he or she had received a proxy vote mandate. These proxy mandates shall be in writing and declared not less than 14 days before the relevant meeting. Alternatively, member associations may put in their vote by password protected e-mail. Postal votes must be emailed to the Techno 293 Class Committee at least 24 hours before the date and time of the General Assembly as posted on the official class web site.

7.7 The decisions of the general Assembly shall be by simple majority of votes, in the case of equality of votes, the Class Chairman shall have a casting vote.

7.8 The Quorum at a general assembly shall be delegates, electoral committee members and postal votes, together holding a minimum of 8 votes as defined above.

7.9 At least 4 weeks notice of the general assembly and its agenda shall be given, this will be by email to the member Associations and by posting it on the Class Website. Any items to be voted on shall be posted on the Class website not less than 14 days before the general assembly.

7.10 The date and place for the general assembly shall be decided by the class committee.

**8. CLASS COMMITTEE**

8.1 The Class Committee size shall be determined by the general assembly *(Minimum of 4)* and is elected for a period of four years, after an initial two years (2002 and 2003), ½ of those elected in 2001 shall stand down.

8.2 All retiring Class Committee members may stand for re-election.

8.3 The Class Committee shall elect form within a Chairman & Vice-Chairman, (should the IWA affiliation cease, a Treasurer). In case of a vacancy the Class Committee may co-opt a member until the appointment is confirmed at the next general assembly.

8.4 The Class committee is responsible for the technical management of the class and all matters not delegated to other bodies by the general assembly. The Class Committee represents the Techno 293 Class to all national and International Organisations and event organisers.

8.5 Class rule change recommendations submitted to ISAF, shall be subject to ratification by the general assembly prior to implementation.

8.6 Decisions of the Class Committee shall be by a simple majority of votes, each member shall have one vote. In the case of equality of votes, the Chairman shall have a casting vote.

8.7 Meetings, these will normally occur only at major championship events, where a *minimum of 4* present, (Including the Class Chairman and/or vice-chairman) shall form a quorum. Normal business will be conducted by Email where a Quorum or *4 votes* (including the chairman or vice-chairman) shall be the minimum.

8.8 The Class Chairman or Vice-Chairman shall be responsible for the proper execution of the General Assembly.

8.9 The Class Chairman shall report to the general assembly on all relevant matters pertaining to the relationship with bodies.

**9. CONSULTATIVE COMMITTEES**

9.1 Consultative Committees may be established by the General assembly.
9.2 Consultative Committees shall contain at least one Class Committee member.
9.3 Consultative committees shall report to the General Assembly.
9.4 Consultative committees may be established for a definite or an indefinite period.

# Techno 293 Class Association

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## ALOHA (Techno 293) Class

## Minutes of the Annual General Meeting

held on Wednesday, 10th August 2005 at 9.30 pm
at the SKZ (host club) Sopot, Poland.

The meeting followed the IWA and MJOD AGM's.

1. Registration of voting delegates

There were approximately 40 people present at the meeting including the following voting delegates:

| | | |
|---|---|---|
| RUS | Oleg Parsadanou | |
| BEL | Bruno de Wannemaeker | |
| TUR | Ilker Bayindir | |
| GBR | John Ellis | |
| ESP | Nicolas Auriol | |
| POL | Pawel Kowalski | |
| FRA | Marc Cardon | (NA vote) |
| ISR | Michal Hein | |
| ITA | Valerio Linares | |
| GER | | e-mail vote |
| FRA | Marc Cardon | Committee member |
| GBR | Helen Cartwright | Committee member |
| ITA | Ezio Ferin | Committee member |
| GBR | Ceri Williams | Committee member |
| ESP | Deborah Powell | Committee member - by e-mail vote |
| ITA | Marco Rossi | Committee member - by e-mail vote |

The meeting was chaired by Ezio Ferin.

2. Minutes of last meeting and matters arising

The Minutes of the meeting of the Aloha Class held in Bulgaria on 3 August 2004 had been published on the Aloha website and circulated to National Associations. No comments arising and therefore approved.

3. Chairman's Report

Ezio Ferin expressed thanks to many people including Helen Cartwright, Marc Cardon and the French Federation for their involvement in equipment trials; the coaches for their helpful ideas; National Authorities for their support of kids and particular thanks to Benoit Treguilly of Bic Sport for his help and support. He introduced Benoit Treguilly to the meeting.

Benoit Treguilly said that he had been with Bic for just one year. He had been fully involved in the testing and production in France and was pleased to represent a company which was able to offer fast reaction and fast production. Over 500 boards had been despatched to clubs within three months of the trials.

He admitted the first board, made for leisure and fun, had problems and the supply with "optional" equipment had caused confusion. However, the 2006 board would be sold complete with big fin and straps. A slight increase in cost was necessary but Bic were working to level the price worldwide.

Benoit Treguilly confirmed Bic's full support for the new Class, promised to react to advice from the Class and be open to all suggestions. In order to ensure a World Wide Class, there were possibilities for individual sponsorships, eg an Asian competitor. Any "reasonable" suggestions would be considered.

Ezio Ferin thanked the Class sponsor and also the parents who support their children in buying the equipment. He said he was proud to be leading this evolution.

4. Financial Report
This report was given as part of the IWA AGM. Aloha delegates had received and accepted the detailed statement. There were no comments.

5. The future of the Class
The meeting considered the following proposals:

| Proposal Number | Proposal | Proposed by * |
|---|---|---|
| 1 | **That the class AGM approve an application to the ISAF Council, November 2005 - to become an ISAF International Class.** | CW |
| | The class had been advised that the change of board, from Bic Aloha to Bic Techno 293 O/D, would require a formal application to ISAF as a new Class. | |
| | **YES - unanimous** | |
| | The AGM approved a proposal that the Class Rules, in support of the application to ISAF to become a new International Class, be finalised by the Committee, to take account of AGM decisions, and in accordance with the deadline granted by ISAF Technical officials. | |
| ~~- - - 1(a)~~ | ~~If the above proposal is not approved: That the class AGM approve an application to ISAF Council, November 2005 to become a Recognised Class.~~ | ~~- CW~~ |
| | | |
| 3 | **That the Class adopt a wider age range, and move away from being only an 'under 15' class** | MC/FFV |
| | Marc Cardon reported that France was very satisfied with its choice of the Techno 293 for their cadets and numbers were growing. It should not be limited to minims. MJOD numbers were falling. He felt that it was difficult and expensive to limit clubs to a three year usage. Also many countries hesitated to send minims to far off countries.<br>Israel would monitor the situation for the next few years, offering a | |

| | | |
|---|---|---|
| | choice to their youngest sailors so eliminating the need for MJOD sailors to move to Techno and vice versa. However, ISR was not in favour of two totally parallel classes.<br>Ezio Ferin said that if there were not enough "juniors" to make a championship then no title need be awarded, but choice was important. Whilst parents and racers in the UK might feel the equipment was not up to their style of racing for bigger children, other parents with smaller framed older children would welcome the choice.<br>The meeting was urged to forget the RS:X aspect, but give the kids something certain.<br>Helen Cartwright said that the system must be progressive and that kit should not hold them back. In the UK, youths would be expected to race RS:X and the Techno would not be a good enough step. There was a need for a healthy Class but potential Olympic sailors should not be "favoured lightweights".<br>The French coach stressed that coaches and MNA's needed simple choices. Different MNA's had different requirements therefore there was a need to keep MJOD and Aloha championships together, and offer choice of board at one venue, not split competitors at 2 separate venues.<br>Peter Krimbacher took the example of the Optimist, sailors would start younger and were unlikely to stay on one set of equipment for more than 5 years. The target was the under 15 age group.<br>Helen Cartwright recommended an overlap of one year - if the competitor was good, the right weight and size, they progressed up; if smaller they could stay with the Bic Techno.<br>Ezio Ferin pointed out that Mistral (MJOD) is a reality, and Bic Techno could now be also. If there was enough support, enough boards sold, ISAF would support the new Class. There was no room for a three board system for the youngest age group. This was the perfect opportunity to develop the base of the sport, allowing MNA's to find their own route - not everyone aspired to the Olympic route.<br>For Turkey the new Class should not be about the Olympics, its goal to bring in more young children. He expressed reservations about the "one design" concept but accepted the choice had been carefully made from multi-manufacturer tests. | |
| | **YES - 12 plus 3 postal votes for, 1 against** | |
| | | |
| | If the above proposal is approved | |
| **3 .1** | **That the Class define two age categories :**<br>**girls and boys 12-13-14 years old (ie under 15)**<br>**girls and boys 15-16-17 years old (ie under 18)** | **MC/FFV** |
| | **No - 1 postal for, no abstention, majority against** | |
| | If the above is not approved | |
| 3.1 (a) | Adopt under 15 and under 17 age categories for boys and girls | MC/FFV |

| | | |
|---|---|---|
| | **Yes - 2 postal votes in favour, 8 for, 4 against** | |
| ~~3.1 (b)~~ | ~~Adopt a single new age category of 'Under 16' - in line with other sailing classes~~ | ~~DP~~ |
| **3.2** | **Adopt new terminology for age categories - Minim and Cadet** | **MC/FFV** |
| | Whilst adopted by France, it was felt by the meeting that U/15 and U/17 were clearer terms internationally | |
| | **No - 1 postal vote in favour, 13 plus 2 postal against** | |
| | | |
| **4** | **That the class move away from strict 'one design' class by adopting a open concept for rig choice, as defined in the 2006 Class Rules** | **CW** |
| | Marc Cardon spoke of the French trials for rigs during June/July 2005 where it was concluded that a choice of rigs would allow competition between manufacturers to provide the best rigs for the best price. Helen Cartwright was concerned that this would cause problems for the kids whose parents might get involved in a price war. It was agreed that the price level be capped. Also, there were further concerns that the kid who made the wrong choice of rig at the start of the season might become discouraged. There was a strong feeling that perhaps it was too early to settle on one rig and Poland suggested that the meeting should go with the Open concept until one rig emerged as a one design choice. Benoit Treguilly confirmed that it was not economically viable to bring back the old Aloha rig. | |
| | **YES - 7 plus 2 postal votes for, 1 abstention, 6 against** | |
| | | |
| | If the above proposal is approved | |
| ~~4.1 (a)~~ | ~~The class adopt an approved list of rigs, and that the class committee manages the system as defined in the FFV proposal # 3, 4, 5, & 6 (attached)~~ | ~~MC/FFV~~ |
| | | |
| ~~4.1 (b)~~ | ~~That the class adopt the proposed Approved Rigs list for Under 15 (minim), with maximum sail size 6.8 sq.m.~~ | ~~MC/FFV~~ |
| ~~4.1 (c )~~ | ~~That the class adopt the proposed Approved Rigs list for Under 17/18 (cadet), with maximum sail size of 7.8 sq.m.~~ | ~~MC/FFV~~ |
| ~~4.2~~ | ~~That the class continue to authorise the use of :~~<br>~~A) the old Aloha rig.~~<br>~~B) the former Spacedog and Speedster rigs sold by Bic with techno packages.~~ | ~~MC/FFV~~ |
| | It was suggested that, in the way that FW decided their boards in September each year, perhaps Aloha could decide its sail list in similar fashion. Marc Cardon referred to the French system of sail choice. The meeting was strongly in favour of giving the Aloha Committee the responsibility of choosing the actual rigs and also determining sail sizes. It was also stressed that whatever choices the Committee made, the rigs must be available world wide. John Ellis asked that the old Aloha rig be included on the | |

| | | | |
|---|---|---|---|
| | | list as competitors still using it should not be forced into buying a new rig.<br><br>In view of the above discussions, Marc Cardon proposed an amendment to proposal 4.1(a), now to read<br>***"The class adopt an approved list of rigs, and that the class committee manages the system"*** | |
| | | **YES - All in favour of the revised proposal** | |
| | | | |
| 2 | | ~~That the new class adopt the name - TECHNO 293 ONE DESIGN CLASS.~~ | ~~MC/FFV~~ |
| | | - | - |
| | | ~~If the above proposal is not approved~~ | - |
| | 2(a) | ~~BIC 293 One Design Class~~ | ~~MC/FFV~~ |
| | 2(b) | ~~293 One Design Class~~ | ~~MC/FFV~~ |
| | 2(c) | ~~293 Class~~ | ~~MC/FFV~~ |
| | **2(d)** | **TECHNO 293 Class** | **CW** |
| | | In view of the above discussions, the AGM agreed that "One Design" could not form part of the new Class name which left options 2(c) and 2(d). With due respect to the manufacturer, **the majority vote was in favour of "Techno 293 Class", 1 against.** | |

**6. Future Championship venues - 2006 and beyond**
The Committee was asked to finalise future Championships arrangements, considering Italy as a recommendation for 2006.

Ezio Ferin said he would welcome ideas for a new logo and, with thanks to all present, closed the meeting at 11.45 pm

# Techno 293 Class Association

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## CLASS RULES 2006

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## INTRODUCTION

The Techno 293 Class is devoted to fostering the development of windsurf racing for competitors under the age of 17 years old around the world through the promotion of an inexpensive racing format.

The Techno 293 Class uses a sailboard designed by Bic Sport.

Techno 293 Class hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.

Techno 293 Class hulls and hull appendages shall be built by a manufacturer licensed by Bic Sport in consultation with the ISAF. Equipment is required to comply with the Techno 293 One Design Building Specification and is subject to an ISAF approved manufacturing control system.

Techno 293 Class rigs and sails shall be included on a Class Approved list – appended to these Class Rules. The Approved List is a selection of rigs that have been trialled and approved as suitable for use with the Techno 293 One Design hull, and which are available to the sailor at a maximum cost set by the Class.

After Techno 293 hulls, hull appendages, rigs and sails have left the manufacturer, they may only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the Techno 293 Class Rules proper begin on the next page.

PART I – ADMINISTRATION

## Section A – General

### A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word "shall" is mandatory and the word "may" is permissive.

### A.2 ABBREVIATIONS

A.2.1 ISAF International Sailing Federation

MNA ISAF Member National Authority

TCA Techno 293 Class Association

NCA National Class Association

RRS Racing Rules of Sailing

ERS Equipment Rules of Sailing: 2005 - 2008

### A.3 AUTHORITIES AND RESPONSIBILITIES

A.3.1 The international authority of the class is the ISAF, which shall co-operate with the TCA in all matters concerning these class rules.

A.3.2 No liability or legal responsibility in respect of these Rules can be accepted by the ISAF or TCA, or its delegated representatives.

### A.4 ADMINISTRATION OF THE CLASS

A.4.1 In countries where there is no MNA, or the MNA does not undertake the administration of the class, its functions as stated in these rules shall be carried out by a NCA that is recognized by the TCA.

### A.5 ISAF RULES

A.5.1 These class rules shall be read in conjunction with the ERS.

A.5.2 Except where used in headings, when a term is printed in "bold" the definition in the ERS applies and when a term is printed in "italics" the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

A.6.1 At Class Events – see RRS 88.1.d)-ISAF Regulation 26.5 (f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these class rules are subject to the approval of the ISAF in accordance with the ISAF Regulations.

A.8 CLASS RULE INTERPRETATIONS

A.8.1 Interpretation of class rules shall be made in accordance with the ISAF Regulations.

**A.9 LICENSED MANUFACTURERS**

A.9.1 The licensed hull builder shall pay the Class Fee.

A.9.2 TECHNO 293 One Design hull and hull appendages shall be manufactured by Bic Sport or by other manufacturer appointed and licensed by Bic Sport in consultation with the ISAF referred to as licensed manufacturers in these class rules.

A.9.3 The sail and rig components permitted for use in the Techno 293 class shall be included on the list of class approved sails and rigs.

**A.10 SAIL NUMBERS**

A.10.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If the owners MNA is administering the Class, the owner shall apply to their MNA for a sail number; otherwise they shall apply to their NCA.

A.11 COMPLIANCE WITH CLASS RULES

A.11.1 A sailboard ceases to comply with the class rules upon:

a) the use of equipment which does not comply with the class rules,

b) a change of class rules that causes equipment in use to cease to be permitted, except where the equipment may comply with the class rules in force at the time of its initial construction.

## Section B – Equipment Eligibility

For a board to be eligible for racing, it shall comply with the rules in this section.

**B.1 HULL CERTIFICATE & REGISTRATION**

B.1.1 Hull certificates are not issued.

B.1.2 Boards shall display the official ISAF logo and the text, "ISAF Approved Series Production Board".

B.2 EVENT INSPECTION

B.2.1 GENERAL

a) For the purpose of RRS 78, crews are considered to be the owners.

b) The role of Inspectors at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, using whatever inspection methods they deem appropriate, including comparison

with a standard or a sample of other equipment presented for inspection . Should this comparison reveal deviation greater than the Inspector considers to be within manufacturing tolerances, this should be reported to technical representatives of ISAF, TCA and Bic Sport for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner may present alternative equipment for inspection.

B.3 EVENT LIMITATION MARKS

B.3.1 All items of a crew's equipment which are subject to control as per the scheduled on the Regatta Equipment Control Form and which require event limitation marks shall be so marked.

B.3.2 Some items of equipment may receive two event limitation marks, one in a readily visible position and a second in a position protected from wear and tear.

B.4 REGISTRATION

B.4.1 In accordance with the requirements of the TCA Inspection Regulations for International Regattas or the event organising authority, crews shall present their hull, hull appendages, rig(s) and sail(s) as intended to be raced for event inspection.

## PART II – REQUIREMENTS AND LIMITATIONS

The crew and the equipment shall comply with the Rules in Part II when racing. In case of conflict Section C shall prevail.

The rules in Part II are closed class rules. Equipment inspection shall be carried out in accordance with the ERS except where varied in this Part.

### Section C – Conditions for Racing

**C.1 GENERAL**

C.1.1 RULES

(a) The following ERS shall not apply: A.2 Certificate; B.9 Setting, Sheeting and Changing Sails.

**C.2 CREW**

C.2.1 LIMITATIONS

(a) The crew shall consist of one person.

C.2.2 MEMBERSHIP

(a) No sailor is permitted to race at an International Regatta unless he/she is a member of his/her NCA. If there is no NCA then the sailor must be a member of the TCA.

C.2.3 DIVISIONS

a) Age / Gender Divisions

i) Boy or girl under the age of 15 years old.

ii) Boy or girl under the age of 17 years old.

iii) A crew shall not be older than the maximum age limit, in the relevant age division, by December 31st in the year of competition.

**C.3 PERSONAL EQUIPMENT**

C.3.1 PERSONAL EQUIPMENT DOES NOT HAVE TO BE PRODUCED BY A LICENSED MANUFACTURER.

C.3.2 A) OPTIONAL

(i) Harness.

(ii) In alteration to RRS 1.2 buoyancy vest or jacket is optional (which may be described as mandatory in the Sailing Instructions). If personal buoyancy is prescribed, every competitor shall wear personal buoyancy with a minimum buoyancy of 4kg un-inflated in fresh water. The buoyancy shall be tested

with a metal weight of 4kg, which shall remain supported for a minimum of five minutes.

(iii) A container for holding beverages in accordance with RRS Appendix B.2.1 (b)

b) Mandatory

i) Clothing and equipment worn or carried by the crew shall not weigh more than 4kg when weighed in accordance with RRS Appendix H.

C.4 PORTABLE EQUIPMENT

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.4.2 a) Optional

i) A towrope of minimum length 5m and a recommended thickness of 5 mm may be carried by the crew. The use of the towrope may be specified as compulsory in an event's Notice of Race or Sailing Instructions.

**C.5 ADVERTISING**

C.5.1 LIMITATIONS

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.

**C.6 HULL**

C.6.1 LIMITATIONS

(a) Only one hull shall be used during an event, except when lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

(b) A maximum of six footstraps may be fitted using the existing inserts, any stainless steel screws and round washers. Footstraps shall be fitted with at least one screw at each end.

C.6.2 HULL WEIGHT

(a) The bare hull weight shall not be less than 13.0 kgs

(b) Any corrector weights shall be securely fixed in a visible position that ensures compliance with C.6.2(a) and (b).

(c) The hull may be weighed wet after a minimum of 10 minutes draining standing vertically on its aft edge.

C.6.3 MAINTENANCE AND MODIFICATIONS

(a) The hull shall not be altered in any way except as permitted by these class rules.

(b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.

(c) Repairs to the under surface of the hull shall be carried out in a contrasting colour.

(d) The underside of the hull may be rubbed down and polished.

(e) The centreboard cassette may be shimmed.

(f) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics can be clearly seen.

(g) One piece of adhesive plastic or fabric tape, not measuring more than 125mm in any direction, may be bonded to the hull over the forward end of the centreboard gaskets.

**C.7 HULL APPENDAGES**

C.7.1 LIMITATIONS

(a) Only one centreboard and one fin, as supplied with the One Design hull, shall be used during an event, except when lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

C.7.2 MAINTENANCE AND MODIFICATIONS

(a) The hull appendages shall not be altered in any way except as permitted by these class rules.

(b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

(c) The sides of the fin may be shimmed within the fin box.

**C.8 RIG**

C.8.1 LIMITATIONS

(a) Only two rigs each of a different size sail may be used during an event, except when an item has been lost or damaged beyond repair.

(b) Such an item may only be replaced with the same type and size of item, and with the approval of the Jury.

C.8.2 MAINTENANCE AND MODIFICATIONS

(a) The rigs shall not be altered in any way except as permitted by these class rules.

(b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

(c) The mast spar shall be lengthened using an aluminium extension.

(d) The mast spar extension may be shimmed with any self adhesive tape.

(e) The mast spigot may be shimmed.

(f) Any uphaul of the crew’s choice shall be fitted.

(g) A safety line or device to secure the rig to the hull shall be fitted.

(h) Any adjustable downhaul of the crew's choice may be used.

(i) Any adjustable outhaul of the crew's choice may be used.

(j) The surface of the boom spar grip may be roughened using abrasive material.

(k) The boom spar may be lengthened by using aluminum extensions produced by a licensed manufacturer.

(l) Any harness lines of the crew's choice may be used.

**C.9 SAILS**

C.9.1 LIMITATIONS

(a) Only two sails of different size may be used in an event, except when a sail has been lost or damaged beyond repair. Such a replacement shall comply with these class rules and be of the same size and with the approval of the Jury.

(b) The sails used shall come from the Approved List , except that any sail of 5.5 sq m. or less may be used in the U15 division.

(c) The maximum sail size for the U15 division shall be 6.8 sq.m., with a change down sail of 5.5 sq.m. or less.

(d) The maximum sail size for the U17 division shall be 7.8 sq.m., with a change down sail of 6.8 sq.m. or less from the Approved list.

(e) Only one set of battens per sail shall be used during an event. NCAs may allow other battens to be used at non-International events within their jurisdiction.

C.9.2 SAIL IDENTIFICATION

(a) National Letters and Numbers

The national letters and sail number shall be black in colour and applied "back to back" on an opaque white background to the sail ; otherwise positioned according to RRS Appendix G1.3 (a) and as close to the leech as possible. The opaque background shall extend a minimum of 40 mm beyond the national letters and sail number. In all other respects they shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.

(b) Division Identification

At events where the organising authority specifies the use of identification of division, the identification shall be displayed on the sail above the class insignia. The minimum height shall be 230 mm. The divisions and displays shall be:

Boy (U17) – Black outlined square

Girl (U17) - Red diamond and a black outlined square

Boy (U15) – Coloured ribbon attached to boom end

Girl (U 15) – Red diamond and a coloured ribbon attached to boom end

C.9.3 MAINTENANCE AND MODIFICATIONS

(a) Sails and fittings shall not be altered in any way except as permitted by these class rules.

Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

(b) Transparent self-adhesive mono-film patches may be attached to the sail adjacent to the boom spar.

(c) A lubricant may be used on the camber inducers.

(d) Telltales may be used.

## Section D – Hull

**D.1 MANUFACTURERS**

(a) The hull and fittings shall be produced by a licensed manufacturer.

(b) The hull shall be produced only by using moulds in the possession of Bic Sport.

D.2 IDENTIFICATION

(a) The hull shall carry the unique serial number issued by the licenced manufacturer in a legible condition.

D.3 MATERAILS, CONSTRUCTION and DIMENSIONS

The hull shall comply with the Techno 293 One Design building specifications.

D.4 FITTINGS

(a) mast track complete

(b) centreboard cassette

(c) fin box

(d) gasket assembly

(e) gaskets

(f) towing eye

(g) footstrap fixing inserts

(h) footstraps

## Section E – Hull Appendages

E.1 MANUFACTURERS

(a) Hull appendages shall be produced only by a licensed manufacturer in consultation with the ISAF.

E.2 IDENTIFICATION

(a) Registered fins and centreboards shall carry a unique ID number on the headstock.

E.3 MATERIALS ,CONSTRUCTION AND DIMENSIONS

Shall comply with the Techno 293 One Design building specification.

## Section F – Rig

### F.1 GENERAL

(a) Masts, booms and fittings shall be produced only by an approved manufacturer, except that any mast or boom may be used when a sail of 5.5 sq.m. or less is used.

(b) Masts and booms on the approved list are interchangeable with sails on the approved list.

F.2 MASTS

F.2.1 CONSTRUCTION

(a) The mast spar at any cross section normal to the mast axis shall be circular and of uniform thickness

(b) 100% carbon masts are prohibited.

F.2.2 IDENTIFICATION

The top and bottom sections of the mast shall carry an engraved serial number issued by the manufacturer.

F. 3 BOOM

(a) The boom shall be constructed of tubes of aluminium alloy and may have plastic end fittings, rubber handgrips and line cleats of any material.

## Section G – Sails

### G.1 PARTS

(a)- 7.8 sq.m. Approved List sail.

(b)- 6.8.sq.m Approved List sail.

(c)- 5.5 sq.m. or less sail, of the crews choice.

G.2 MANUFACTURERS

Sails and fittings shall be manufactured by an approved manufacturer.

G.3 IDENTIFICATION

Class insignia shall be applied by the manufacturer.

G.4 MATERIALS, CONSTRUCTION and DIMENSIONS

Shall comply with the class building Specifications.

G.5 FITTINGS

(a) Battens

(B) CAMBER INDUCERS

Effective: © ISAF(UK) Ltd 2005

# Techno 293 Class Association

A "recognised" ISAF Class

## 2006 Approved Rigs List

| To be included on the list the rigs must: |
|---|
| 1) be available for a minimum of 2 years; |
| 2) cost a maximum of 700 euro; (club price) |
| 3) be approved as 'suitable' for use with the Techno 293 OD board. |

A) For Under 15 girls and boys: Maximum authorized area 6.8 m2

| | | | |
|---|---|---|---|
| AEROTECH: | PHANTOM 6.8 | without cambers (6 battens) | |
| BIC SPORT: | SPEEDSTER 2006 6.8 | with 2 cambers (7 battens) | |
| CHALLENGER: | FLUIDO 6.8 | with 2 *or* without cambers (7battens) | |
| COACH: | 6.8 | with 2 cambers (5 battens) | tbc |
| LODEY: | RACE 6.8 | with 2 cambers (7 battens) | |
| NEIL PRYDE: | SABER 6.7 | without camber (6 battens) | |
| NEIL PRYDE: | V6 6.5 | with 2 cambers (6 battens) | |
| NORTH: | R TYPE 6.6 | with 2 cambers (6 battens) | |
| SEVERNE: | POWERDRIVE 6.7 | without camber (5 battens) | |
| SEVERNE: | NCX 6.5 | without camber (6 battens) | |
| SEVERNE: | C2 6.5 | with 2 cambers (6 battens) | |
| SPACEDOG: | 6.8 | | tbc |
| TUSHINGHAM: | TK 6.8 | with 2 cambers (6 battens) | |

Those that wish to use a smaller rig have to choose any sail without camber, nor possibility of installing it, with an area of 5.5 m2 or less.

B) For Under 17 girls and boys: Maximum authorized area 7.8 m2

| | | | |
|---|---|---|---|
| BIC SPORT: | SPEEDSTER 2006 7.8 | with 2 cambers (7 battens) | |
| CHALLENGER: | FLUIDO 7.8 | with 2 *or* without cambers (7battens) | |
| COACH: | 7.8 | with 2 cambers (5 battens) | tbc |
| LODEY: | RACE 7.8 | with 2 cambers (7 battens) | tbc |
| NEIL PRYDE: | SABER 7.7 | without camber (6 battens ) | |
| NEIL PRYDE: | V6 7.5 | with 2 cambers (6 battens) | |
| NORTH: | R TYPE 7.8 | with 2 cambers (6 battens) | |
| SEVERNE: | NCX 7.5 | without camber (6 battens) | |
| SEVERNE: | C2 7.5 | with 2 cambers (6 battens) | |
| SPACEDOG: | 7.8 | | tbc |
| TUSHINGHAM: | TK 7.8 | with 2 cambers (6 battens) | |

Those that would wish to use a smaller rig have to choose it from the approved rigs for under 15.

| Approved former rigs: | |
|---|---|
| 1) | Aloha (6.5) rigs; |
| 2) | former Spacedog or Speedester rigs sold by BIC |
| 3) | mistral one design 7.4 and junior one design 6.6 |

Notes.

The full details of the rig, technical specification, will be published on theTechno293 Class website.
Each item of the rig shall be ‘branded’.
The Class Committee shall be responsible for monitoring the Approved Rig system, and can add or remove rigs from the list, pending approval of the class AGM.
tbc = sail is on the list, but awaiting details of the rig components ie mast and boom

## Approved Boom List

Aerotech Epic Gear aluminum monocoque boom (140 - 190)

Bic Sport Freeride  Evo (164 - 214)

Bic Sport Freeride Pro (Large: 204 - 254)

Challenger

Nautix Jumbo (205cm - 210cm)

Neil Pryde X3 (180 - 230)

North Silver Series (186 - 236)

Tushingham HPL Taper (185 - 235cm)

## Approved Mast List

Aerotech Epic Gear 45% Carbon 460cm

Bic Sport Freeride C50

Challenger SDS 55% 460 or 430

Neil Pryde X3 460/490

North Silver Series (C55%) 460/490

Severne Sails Whiteline 460 (C40%)

Tushingham TK68: Carbon 60% 460cm, IMCS 23

Tushingham TK78: Carbon 75% 460cm, IMCS 25