

## 1. INTRODUCTION

- 1.1 The “RS One Design” classes have been created as strict one-design high performance racing boats. They have been designed against the fundamental principle that the racing results should depend solely on the attributes and skills of the crew. The fundamental objective of these Class Rules (the Rules) is to ensure that this concept is maintained in association with the class specific appendices.
- 1.2 The English text of these Rules shall govern.

## 2. DEFINED TERMS

- 2.1 All words that appear in quotation marks will, throughout these Rules have the meaning given to them as defined in appendix 1.

## 3. CLASS ASSOCIATION MEMBERSHIP

- 3.1 To be eligible to compete in events where an RS International Class Association or an RS National Class Association (the Class Association) is either solely or jointly the organising authority, the helm or crew must be a full, honorary, family, youth, student or block member of the RS International Class Association
- 3.2 To be eligible to compete in an RS International Class Association World Championship or an RS National Class Association National Championship either the Helm or Crew must be a full, honorary, family, youth, student or block member of the RS International Class Association.

## 4. FUNDAMENTAL RULES

- 4.1 The complete boat and its crew/helmsman shall conform to these Rules at all times when racing.
- 4.2 The external and internal mouldings including the “Hull” of the “RS One Design” shall only be produced by a Licensed Builder from production moulds taken from the Master plugs held by the Copyright Holder.
- 4.3 All other equipment comprising “Spars”, “Sails”, “Foils”, rudder stock, tiller, fittings, toe strap mountings, spinnaker chute mouldings, whether original or replacement, shall be those supplied by a licensed RS dealer except as specifically authorised by the individual class appendix to these Rules.
- 4.4 No additions, alterations or repairs may be made to the “RS One Design” unless specifically authorised by individual class appendix. These restrictions shall extend to the position and intended function of each item.
- 4.5 No significant performance advantage shall be obtained from any permitted replacement, addition or repair. The permitted replacements, additions, alterations and repairs described in the individual class appendix are subject to this overriding limitation.
- 4.6 Repairs and preventative maintenance may be carried out without violating these rules, provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- 4.7 Preventative maintenance shall include the replacement of fastenings with alternatives provided that the equipment is replaced in the original position and in accordance with these rules where relevant.
- 4.8 Polishing or burnishing of hull is permitted, but substantial filing or abrasion, other than for the purpose of repair, with the effect of modifying the shape or performance is not allowed. Painting and subsequent burnishing of a hull which requires refinishing is permitted.  
The refaring and refining of the sectional shape of foils is permitted within 50mm of the leading edge and 100mm of the trailing edge, provided the structural integrity of the foil is maintained. The trailing edge shall have a minimum width of 1mm. Surface re-coating using gel coat is permitted, to a maximum thickness of 1mm. No other new or non-standard material shall be introduced into any part of the foils other than for the sole purpose of repairing damage. Polishing or burnishing of all parts of the foils is permitted. The outline shape of the foils shall not be altered.
- 4.9 Sponsorship & Advertising: All RS classes & events will be operated under the ISAF Category C. There will be no restriction on the number or coverage of advertisers logos or slogans except for the front 25% of the hull and bottom 10% of the mainsail are reserved for event and circuit sponsors.

## 5. LICENSED BUILDERS, HULL IDENTIFICATION, SAIL NUMBERS & INSIGNIA

- 5.1 The Builders of the "RS One Design" shall be only those licensed by the Copyright Holder under a Builder's Agreement (the Licensed Builder).
- 5.2 Each hull shall carry a moulded-in hull number or individually numbered Royalty Plaque fixed in a readily visible position as prescribed by the Copyright Holder.
- 5.3 On being advised of the hull or Royalty Plaque number the Copyright Holder (or his authorised agent) shall issue each new hull with a Sail Number.
- 5.4 The Class Insignia shall be the "RS One Design" class logo as prescribed by the Licensed Builder, and shall be displayed on the top half of the mainsail, in the position prescribed by the Licensed Builder.

## 6. MEASUREMENT

- 6.1 In the event of a dispute alleging non-compliance with these Rules, the matter shall be referred to the Rules Co-ordinator and relevant Class Rules Representative(s) of the Class Association. Their decision shall be final and binding on all parties.
- 6.2 In the case of a measurement dispute not explicitly covered by these Rules, the following procedure shall be adopted:
  - 6.2.1 A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.
  - 6.2.2 The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.
  - 6.2.3 If any of the dimensions obtained from the disputed boat or item of equipment lie outside the corresponding range of dimensions found in the sample by more than 10%, of that range the matter together with the details of the measurement methods and any other relevant information shall be referred to the Rules Co-ordinator of the Class Association.
  - 6.2.4 The Rules Co-ordinator shall obtain a majority decision from the relevant Class Rules Representative(s), Licensed Builder and Copyright Holder. This decision shall be final and binding on all parties.

## 7. SAILING REQUIREMENTS

- 7.1 The total weight of all clothing and equipment worn by the helmsman or crew shall not exceed 12kg when weighted in accordance with Appendix H of the ISAF Racing Rules of Sailing.
- 7.2 No clothing and equipment of the helm and crew shall be worn with the specific feature of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.
- 7.3 All sailors competing in a class that has weight and/or height equalisation are responsible for ensuring their boat settings are in accordance with the Rules when competing. For major events a weigh-in may be required at entry and the boat settings derived from that weigh-in will apply for the duration of that event. The sailors weight and/or righting moment is to be taken "bare" i.e. in a swimsuit or similar.

## 8. AMENDMENTS

Amendments to these Rules must be approved by each of the following:

- 8.1 The Copyright Holder
- 8.2 The Licensed Builder
- 8.3 A majority vote of the relevant members of the Class Association who return written replies within one month of the circulation of the proposed rule change.

## APPENDIX 1: INDEX OF DEFINED TERMS

**RS One Design** – the classes adopted by the Class Association, as listed in schedule 1 of the RS Classes International Group Constitution

**Circuit** - A series of open meetings organised each year by the Class Association, whose results count towards an overall trophy.

**World Championship** – A series of races organised by the Class Association

**National Championship** - A series of races organised once each year by the Class Association.

**Hull** - The hull as supplied by a licensed RS dealer.

**Spars** - The spars as supplied by a licensed RS dealer.

**Sails** - The sails as supplied by a licensed RS dealer.

**Foils** - The centreboard/daggerboard/rudder as supplied by a licensed RS dealer.