
1. PERMITTED REPLACEMENTS, ADDITIONS, ALTERATIONS & REPAIRS

- 1.1 The following parts or equipment may be replaced providing that the replacement is of a similar type and performs the same function. The replacement parts or equipment may be obtained from any supplier: -
- 1.1.1 Blocks
 - 1.1.2 Cam cleats
 - 1.1.3 Rudder hangings and retaining device
 - 1.1.4 Shroud attachments
 - 1.1.5 Sail battens
 - 1.1.6 Control lines
- 1.2 The following parts or equipment may be replaced providing that the replacement performs a similar function. The replacement parts or equipment may be obtained from any supplier: -
- 1.2.1 Fastenings
 - 1.2.2 Shackles, swivels and pins
 - 1.2.3 Toe straps, lashings and tensioning elastics
 - 1.2.4 Running rigging, ropes, sheets and lashings
 - 1.2.5 Main Halyard and halyard securing device
 - 1.2.6 Tiller extension
 - 1.2.7 Batten tensioning devices
 - 1.2.8 Bung
 - 1.2.9 Wire rigging and kicking strap purchase with the following restrictions on construction and sizes:-
 - 1.2.9.1 Main shrouds - 1x19 construction stainless steel wire of 2.5mm dia. and minimum length 4274mm bearing surface to bearing surface. These may be attached to the hounds either by a rigging link or directly, and to the desk eye by one of the following:-
 - a) Rope lashing – the rope used for the lashing shall be a single length of at least 2.5mm dia. (Vectran, Dyneema or similar is recommended). The effective velocity ratio of the lashing shall be no more than 5:1
 - b) Winchard hook
 - c) Shroud plate or stay adjuster – shroud levers are not permitted
 - 1.2.9.2 Kicking strap purchase – synthetic fibre rope not less than 2.5mm dia.
 - 1.2.10 Spinnaker blocks
- 1.3 The following additions and alterations are permitted. Parts may be obtained from any supplier: -
- 1.3.1 Non slip material of any kind (maximum thickness 2.5mm) may be added to the hull or decks
 - 1.3.2 The use of flexible tape, thin line, shock cord, shackles or rings, as long as this does not modify the effective sheeting of any sail nor the intended purpose or action of any equipment
 - 1.3.3 Packers may be fitted under cleats
 - 1.3.4 Any number and design of mechanical wind indication devices may be fitted
 - 1.3.5 Calibration marks of any kind are permitted
 - 1.3.6 Any compass, timing device or a combination of both may be fitted provided that it/they can only provide information relating to A) the boat's heading and B) current or elapsed time
 - 1.3.7 Any additional equipment required for safety purposes may be fitted
 - 1.3.8 Clips, ties or bags to secure safety or other equipment are permitted
 - 1.3.9 Additional drainage holes and inspection hatches may be fitted to the hull provided they do not compromise the watertight integrity of any hull compartments
 - 1.3.10 Sail battens may be tapered or adjusted as required
 - 1.3.11 The head of the daggerboard or rudder may be packed or sanded to maintain a good fit
 - 1.3.12 Any number of items may be fitted to the hull or spars provided their sole function is to stow food and/or drinks
 - 1.3.13** Maps, charts & means for recording compass headings may be carried or fixed to the hull
 - 1.3.14 The total velocity ratio in each of the control line systems shall not exceed:-
 - kicking strap 16:1
 - cunningham 4:1
 - mainsail clew outhaul 4:1

- 1.3.15 The spinnaker halyard and downhaul may be continuous or separate; their routing and operation is not restricted, additional blocks or fairleads may be fitted as required.
- 1.3.16 The mainsheet may be led externally to the boom if the sheet is continuously supported for at least 80% of the external run along the boom.
- 1.3.17 One gybing strop may be added defined as a length of rope, of maximum 10mm diameter, attached to the forward mainsheet block eye on the boom. The manner in which the gybing strop is retained along the line of the mainsheet is unrestricted. So long as any shackles, rings, etc. used, do not perform any other function. The gybing strop shall only be used during the gybing manoeuvre.
- 1.3.18 Kicking Strap control may be continuous or separate its routing is unrestricted. Additional blocks or shackles can be added to aid any takeaway to a continuous system including any elastic so required. However at all times the velocity ratio of the kicker must not exceed 16:1 defined in rule 1.3.14
- 1.3.19 The rudder uphaul system may be added but may not be used during racing.
- 1.3.20 The Traveller of one single piece of line may be knotted with the addition of bobbles with the intention of restricting the movement of the mainsheet traveller block.

2. SAILING REQUIREMENTS

- 2.1 The RS Vareo shall be raced with one person on board.
- 2.2 The Class insignia and sail numbers shall be displayed on the upper half of the mainsail. The upper half of the sail shall be defined as above a line drawn parallel with the foot of the sail passing through a point on the luff half way from the tack to the head. Sail Numbers shall be below the Class insignia and displayed on each side of the sail, with the upper numbers on the starboard side.
- 2.3 There is no requirement to carry sail numbers and national letters on the spinnaker
- 2.4 The sprit shall be retracted so that its forward end is within 50mm of the forward most point of the hull at all times other than when the spinnaker is set or in the act of being set or recovered
- 2.5 The shrouds shall not be adjusted while the boat is racing.
- 2.6. The RS Vareo may be raced in any of its available configurations i.e. "C" or "F" rig, with or without spinnaker. Before entering a series, the helm shall declare the configuration to be used, and this configuration shall be maintained for all races in that series. Should the helm fail to make such a declaration, the configuration used in the first race of the series shall be maintained for all races in the series. In handicap events or series, results will be calculated on the basis of the published RYA Portsmouth Number for the configuration or, if this is not available, the equivalent recommended by the RS Association, Licensed Builder or organising club. In class racing, any configuration may be used but all boats will sail as a fleet with no handicap correction made for the different configurations.