

INTERNATIONAL RS:One CLASS RULES 2011



The NeilPryde RS:One was developed by NeilPryde Limited in 2010

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INTRODUCTION

The RS:One is a sailboard developed by NeilPryde Ltd.

RS:One hull, hull appendages, rig and sail shall only be manufactured by NeilPryde Ltd or their appointed manufacturers. Such equipment is required to comply with the RS:One construction manual and is subject to an ISAF approved manufacturing control system.

A hull, a hull appendage, a rig or a sail may, after having left the licensed manufacturer, only be altered to the extent permitted in Section C of these class rules.

Owners and crews should be aware that compliance with rules in Section C is not checked as part of the factory based fundamental measurement process.

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

This introduction provides an informal background and is not part of the RS:One class rules.

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 Member National Authority
- NCA National Class Association
- RSOCA RS:One Class Association
- NPL NeilPryde Ltd
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international Authority of the Class shall be the ISAF, which shall cooperate with RSOCA in all matters concerning these **class rules**.
- A.3.2 Neither ISAF nor the RSOCA accept any legal responsibility in respect of these **class rules** or any claim arising there from.

A.4 ISAF RULES

- A.4.1 These **class rules** shall be read in conjunction with ERS.
- A.4.2 Except where used in headlines, when a word is printed in “**bold**” type, the definition in the ERS applies, and when a term is “*italic*” type, the definition in the RRS applies.

A.5 AMENDMENTS TO CLASS RULES

- A.5.1 Amendments to these **class rules** require the approval of the ISAF after adoption by a simple majority of the delegates’ vote in a general meeting of the RSOCA. Only delegates “in good standing” in accordance with the RSOCA Constitution are eligible to vote.

A.6 INTERPRETATION OF CLASS RULES

- A.6.1 Interpretations of these **class rules** shall be made by the ISAF, which in coming to its decision shall consult the RSOCA.

A.7 SAIL NUMBERS

- A.7.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If their owner’s MNA is administering the Class, the owner shall apply to his/her MNA for a sail number; otherwise he/she shall apply for a sail number to his/her NCA.

A.8 LICENSED MANUFACTURERS

- A.8.1 RS:One shall be manufactured by NeilPryde Ltd (except as otherwise stated in these **class rules**) or by other manufacturers appointed and licensed by NPL in consultation with the ISAF referred to as licensed manufacturers in these **class rules**.

Section B – Equipment Eligibility

For equipment to be eligible to be used for *racing*, the rules in this section shall be complied with.

B.1 CERTIFICATE

B.1.1 **Hull certificates** are not issued.

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 **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, (other than is permitted within these rules) using whatever inspection methods the deem appropriate, including comparison with a standard or a sample of other equipment presented for Inspection. Should this comparison reveal deviation greater than the Equipment Inspector considers to be within manufacturing tolerances, this should be reported to technical representatives of ISAF, RSOCA and NPL 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 schedule on the Regatta Measurement 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.

PART II – REQUIREMENTS & LIMITATIONS

The **crew** and his/her equipment shall comply with the rules in this Part when *racing*. Inspection to check conformity with the rules of Section C is not part of **fundamental measurement**.

The rules in Part II are **closed class rules**. 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

The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

No **crew** is permitted to race at a National or International Regatta unless he/she is a member of a full member NCA, affiliated with RSOCA. If there is no NCA, or the **crew's** NCA is not a full member of the RSOCA, then the **crew** must be an individual member of the RSOCA.

C.2.3 DIVISIONS

- a) Youth – Boys and girls under the age of 17 years old on 31 December of the current year
- b) Seniors – Men or women under the age of 35 years old on 31 December of the current year
- c) Masters - Men or women of 35 years old or older on 31 December of the current year

C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 a) **Optional**

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the following may be carried on board:

- i) A Harness
- ii) **Personal buoyancy** which may be prescribed as mandatory in the Sailing Instructions. If 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 4 Kg 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).
- iv) An electronic or mechanical timing device
- v) A heart rate monitoring device.

C.3.2 b) **Total weight**

- i) Clothing and equipment including harness, but excluding beverage container, worn or carried by the **crew** shall not weight more than 6KG when weighted in accordance with RRS Appendix H.

C4 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 5 m and a recommended thickness of 4 mm may be carried by the **crew**. The towrope may be specified as compulsory in an event's notice or race sailing instructions.

C.5 ADVERTISING

C.5.1 Only such advertising as permitted by ISAF Regulation 20 – Advertising Code (Category C) shall be displayed.

C.6 HULL

C.6.1 **LIMITATIONS**

- a) Only one **hull** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacing **hull** and remove or deface any **event limitation mark** attached to the replaced **hull**.
- b) A maximum of 9 and minimum of 5 foot straps by a licensed manufacturer (GNPRSOFS), shall be fitted to the existing inserts using any stainless screw and washer. Foot straps shall be fitted with at least one screw and washer at each end. The foot straps may be changed or replaced during an event.

C.6.2 **HULL WEIGHT**

- a) The weight of the **hull** including the complete mast track, gasket assembly, **centreboard** and side plates and air ventilation screw shall not be less than 15 kg.
- b) The **hull** may be weighed wet after a minimum of 10 minutes standing vertically on its 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) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics remain legible.
- d) Extra attachment holes may be added to the Foot strap. Foot straps may be taped.
- e) Any lubricant may be used on the mast track assembly and the gaskets
- f) The pivot and rotation limit pin on the **centreboard** shall be permanently fixed in place as supplied.
- g) The **hull** may be lightly sanded and/or polished.
- h) The gap between the centreboard hull gasket and **hull** may be filled and faired. The centreboard hull gasket screw holes may be filled and faired.
- i) The manufacturers graphics printed on the inner layer of the film shall not be affected except in the case of the result of local repairs to unintentional damage. The Notice of Race or Sailing Instructions for events other than the ISAF Sailing World Cup, World and Continental championships may amend this rule.

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS

- a) All competitors shall use the 480mm **Fin**.
- b) The **centreboard** shall be carried in the centreboard case at all times when *racing*.
- c) Only one **centreboard** and one **fin** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacing **hull appendage** and remove or deface any **event limitation mark** attached to the replaced **hull appendage**.

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) **Hull appendages** may be lightly sanded and/or polished providing that the essential shape and characteristics of the **hull appendage** are not affected.
- d) Any lubricant may be used within the centreboard cassette.
- e) The sides of the fin root may be sanded or shimmed to fit the box. The gap between the fin root and the **hull** may be filled and faired.
- f) The **centreboard** or centreboard plates may be shimmed to fit the centreboard case.

C.8 RIGS

C.8.1 LIMITATIONS

- a) Only one **rig** may be used during an event, except when an item has been lost or unintentionally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacing item and remove or deface any **event limitation mark** attached to the replaced item.

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 the RS:One mast extension.
- d) Any uphaul may be fitted.
- e) Any safety line or device to secure the **rig** to the **hull** may be fitted.
- f) Any adjustable downhaul system having not more than an 8:1 mechanical advantage may be attached to the tail of the licensed manufacturer's 4:1 downhaul unit.

- g) The RS:One adjustable outhaul system supplied with the RS:One boom is the only one allowed to be used and any block may be fitted to the clew of the **sail**.
- h) The surface of the **boom spar** grip may be roughened using abrasive material. The **boom spar** grip may be replaced with an RS:One grip supplied by the licensed manufacturer.
- i) Any harness lines may be used.
- j) Any lubricant may be used on the outhaul and downhaul.
- k) Cleats pulleys and ropes may be replaced by any of equivalent size and type.

C.9 SAILS

C.9.1 LIMITATIONS

- a) All competitors shall use the 7.8 sail.
- b) Only one **sail** may be used during an event, except when a **sail** has been lost or unintentionally damaged beyond repair. Such replacement may be made only with a **sail** of the same size and with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacing **sail** and remove or deface any **event limitation mark** attached to the replaced **sail**.
- c) Battens one to five shall be placed in their corresponding **batten pocket**, batten one nearest the **head**. Camber inducers shall be used in pockets 3 and 4.

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** immediately bellow batten 2 and as close to the **leech** as possible. The opaque background shall extend a minimum of 30 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 batten 1. The minimum height of the display shall be 230 mm. The division and displays shall be:

- RS:One Youth Boys : Black Triangle pointing down
- RS:One Youth Girls : Red Triangle pointing up
- RS:One Senior Men : Black Diamond
- RS:One Senior Women : Red Diamond
- RS:One Master Men : Black Square
- RS:One Master Women : Red Square

C.9.3 MAINTENANCE AND MODIFICATIONS

- a) **Sails** and fittings 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) Any transparent self-adhesive mono-film patches may be attached to the **sail** adjacent to the **boom spar**.

- d) Any lubricant may be used on the camber inducers.
- e) Any number of RS:One camber inducer spacers, supplied by the licensed manufacturer may be used in each camber inducer.
- f) Battens, camber inducers and camber inducer spacers may be replaced. Such replacements shall be made on a 'like for like' basis using fittings supplied by the licensed manufacturer.
- g) Any transparent self-adhesive chafing patches are permitted at the **clew** and in the area of the adjustable downhaul, if fitted.

Section D – Hull

D.1 GENERAL

D.1.1 MANUFACTURERS

- a) The **hull** and fittings shall be manufactured by a licensed manufacturer.
- b) The **hull** shall be produced by using moulds in the possession of the licensed manufacturer.

D.1.3 IDENTIFICATION

- a) The **hull** shall carry a manufacturers serial number displayed just aft of the rear centreplane footstrap mounting plates.

D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the NPL RS:One construction manual.

D.3 FITTINGS

- a) Mast track complete
- b) Centreboard Algaier system complete
- c) Gasket assembly
- d) Foot straps
- e) Air ventilation screw

Section E – Hull Appendages

E.1 PARTS

- a) 480 mm **Fin**
- c) **Centreboard**

E.2 GENERAL

E.2.1 MANUFACTURERS

- a) **Hull appendages** shall be manufactured by a licensed manufacturer.
- b) Moulds shall be made from master plugs, made from the master files, in the possession of the licensed manufacturer appointed by Neil Pryde Ltd. and shall be approved by the ISAF.

E.2.2 IDENTIFICATION

- a) The **centreboard** shall have a serial number moulded in by the licensed manufacturer.
- b) The **fin** shall have a serial number moulded in by the licensed manufacturer.
- c) The **fin** and **centreboard** shall carry the "RS:One Racing" logo as applied by the licensed manufacturer.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the NPL RS:One construction manual.

Section F – Rigs

F.1 GENERAL

F.1.1 MANUFACTURERS

Masts, booms and fittings shall be manufactured by a licensed manufacturer.

F.1.2 IDENTIFICATION

- a) The **mast spar** top and bottom sections and the **boom spar** shall carry the manufacturer's identification as applied in the factory.

F.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the NPL RS:One construction manual.

F.3 FITTINGS

- a) A **mast** extension.
- b) A Universal joint.
- c) A Deck plate.

Section G – Sails

G.1 PARTS

- a) 7.8 m2 **sail**

G 2 GENERAL

G 2.1 MANUFACTURERS

Sails and fittings shall be manufactured by a licensed manufacturer.

G 2.2 IDENTIFICATION

- a) Sails

- i) The Class insignia shall be applied by the licensed manufacturer.

- b) Battens

- i) Battens shall have a unique Identification graphic applied by the licensed manufacturer and be numbered 1 to 5 according to position in the **sail** from the **head**.

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the NPL RS:One construction manual

G.4 FITTINGS

- a) Battens
- b) Camber inducers
- c) Spacers for Camber inducers

PART III – APENDICES

Section H – Hull Weighting

H.1 Hull Weighting – Wet

Where an **Equipment inspector** chooses to apply C.6.2(c), the following procedure shall be applied.

The **hull** shall be presented for this test in the condition as prescribed in C.6.1, which shall require the foot straps to be removed. The ventilation screw shall be in place for the test.

The **hull** shall be put into water and left unaided to float for 30 seconds. The hull shall then be turned over and left to float unaided for a further 30 seconds.

Once complete, the **hull** shall be stood vertically on its aft end for a period of 10 minutes. After the 10 minutes the **hull** shall be re-weighed.

Effective Date: 1st November 2010