



**INTERNATIONAL  
RS:X  
CLASS RULES  
2011**



The Neil Pryde RS:X was developed by Neil Pryde Limited in 2004

# INDEX

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Introduction .....	3	E.3 Materials, Construction and Dimensions .....	11
<b>PART I – ADMINISTRATION</b>			
<b>Section A – General</b>			
A.1 Language .....	4	F.1 General .....	11
A.2 Abbreviations .....	4	F.2 Materials, Construction and Dimensions .....	11
A.3 Authorities and Responsibilities .....	4	F.3 Fittings .....	11
A.4 ISAF Rules .....	4	<b>Section G – Sails</b>	
A.5 Amendments to Class Rules ...	4	G.1 Parts .....	12
A.6 Interpretations of Class Rules .....	4	G.2 General .....	12
A.7 Sail Numbers .....	4	G.3 Materials, Construction, and Dimensions .....	12
A.8 Licensed Manufacturers .....	4	G.4 Fittings .....	12
<b>Section B – Equipment Eligibility</b>			
B.1 Certificate .....	5	Part III – Appendices	
B.2 Event Inspection .....	5	<b>Section H – Hull Weight</b>	
B.3 Event Limitation Marks .....	5	H.1 Hull Weighting .....	13
Part II – Requirements and Limitations			
<b>Section C – Conditions for Racing</b>			
C.1 General .....	6		
C.2 Crew .....	6		
C.3 Personal Equipment .....	6		
C.4 Portable Equipment .....	7		
C.5 Advertising .....	7		
C.6 Hull .....	7		
C.7 Hull Appendages .....	8		
C.8 Rigs .....	8		
C.9 Sails .....	9		
<b>Section D– Hull</b>			
D.1 General .....	10		
D.2 Materials, Construction and Dimensions .....	10		
D.3 Fittings .....	10		
<b>Section E – Hull Appendages</b>			
E.1 Parts .....	11		
E.2 General .....	11		

# INTRODUCTION

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The RS:X is a sailboard developed by Neil Pryde Ltd.

RS:X hulls, hull appendages, rigs and sails shall only be manufactured by Neil Pryde Ltd or their appointed manufacturers. Such equipment is required to comply with the RS:X 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.

The RS:X is a one-design with a strict set of class rules, which are written to ensure that sailors go sailing instead of modifying the equipment. The RS:X Class is based on finding the most skilful sailor, and discourages those trying to find a way around the rules to give an advantage.

These Class Rules promote the standard equipment as supplied by Neil Pryde and any of the limited permitted changes to the equipment are designed to ensure longevity and increase the enjoyment of sailing the board.

If you feel you wish to change something on an RS:X – STOP! The chances are that it may not be permitted and is illegal. You are strongly advised to consult with a Class Measurer before proceeding.

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

# PART I – ADMINISTRATION

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## 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
	NCA	National Class Association
	IRSXCA	International RS:X Class Association
	NPL	Neil Pryde 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 IRSXCA in all matters concerning these **class rules**.

A.3.2 Neither ISAF nor the IRSXCA accept any legal responsibility in respect of these **class rules** or any claim arising therefrom.

### A.4 ISAF RULES

A.4.1 These **class rules** shall be read in conjunction with the 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 printed in “*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 IRSXCA. Only delegates ‘in good standing’ in accordance with the IRSXCA 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 IRSXCA.

### 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:X equipment shall be manufactured by Neil Pryde 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 as is permitted within these rules) 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 Equipment Inspector considers to be within manufacturing tolerances, this should be reported to technical representatives of ISAF, IRSXCA 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

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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 his/her NCA. If there is no NCA, then the **crew** must be a member of the IRSXCA.

##### C.2.3 DIVISIONS

- a) **Gender Divisions**

- i) Men (A)
- ii) Women (B)

- b) **Age Divisions**

- i) Youth (C) - under the age of 19 years 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, the **personal buoyancy** shall conform to the minimum standard of ISO 12402-5 (Level 50N). Additional standards may be prescribed in the Notice of Race or Sailing Instructions.
- 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 weigh more than 6kg 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 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 of race or sailing instructions.

## C.5 **ADVERTISING**

C.5.1 Advertising as chosen by the **crew** is permitted, as restricted by ISAF Regulation 20 – Advertising. (<http://www.sailing.org/documents/isaf-regulations.php>)

## 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 a minimum of 5 foot straps either the original version (model GNPRXFS) and/or the new design (model GNPRXFSL) by a licensed manufacturer, shall be fitted to the existing inserts using any stainless steel 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) From 1<sup>st</sup> January 2010, only **hulls** with the serial number of NP8RSX08020020 (serial number #020) or later shall be used by A and B divisions and may be used by the C division at World or European Championships. (See C.2.3)

### C.6.2 HULL WEIGHT

- a) The weight of the **hull** with only the fittings listed below and the attachments associated to these and **centreboard** shall not be less than 17.20 kg:
  - The complete mast track
  - Centreboard support plates
  - Gasket assembly
  - Air ventilation screw
- b) **Corrector weights** installed at the factory shall not be altered.
- c) The **hull** may be weighed wet after a minimum of 10 minutes 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) 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 Footstrap. Footstraps 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 centreboard trailing edge protector and associated screws may be replaced with any webbing retaining strap not less than 25mm wide and not less than 135mm long and any two screws using any existing screw holes. Any existing screw holes that are not used may be filled
- h) The **hull** may be lightly sanded and/or polished.
- i) 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.
- j) 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.
- k) The ventilation screw shall be removable.
- l) Additional rubber may be added to the inside of the centreboard slot. The rubber shall only be applied with glue and shall not be attached using any through hull fitting. Any additional rubber shall not touch or affect the gasket assembly

## C.7 HULL APPENDAGES

### C.7.1 LIMITATIONS

- a) Male competitors shall use the 660mm **Fin**. Female competitors shall use the 600mm **Fin**. Competitors in the Youth division shall use the 600mm **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**.
- d) From the 1<sup>st</sup> January 2010 only the Mark 2 **fin** and **centreboard** shall be used. Mark 2 **fins** and **centreboards** are identified by a yellow RS:X Racing logo. 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.7.2 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 fin root may be sanded and/or shimmed to fit the box. The gap between the fin root and the **hull** may be filled and faired. The filling or fairing material may not extend beyond the surface of the **hull**.
- f) The **centreboard** or centreboard plates may be shimmed to fit the centreboard case.
- g) The manufacturer's graphics printed on the **appendages** shall not be affected except in the case of local repairs to unintentional damage. The Notice of Race or Sailing Instructions for events other than ISAF Sailing World Cup, World and Continental championships may amend this rule.

## 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.
- b) Bottom sections of the **mast spar** with serial number (s/n) equal or higher than 629545 (490 mast) and 629932 (520 mast) shall be combined with top sections with s/n equal or higher than 629545 (490 mast) and 629932 (520 mast). Bottom sections of the **mast spar** with s/n lower than 629545 (490 mast) and 629932 (520 mast) shall be combined with top sections with s/n lower than 629545 (490 mast) and 629932 (520 mast), or top sections without s/n when manufactured. The s/n shall be in a readable condition.

### 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:X 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) Any adjustable outhaul system may 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:X 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.
- l) Additional material added to the boom spar on top of the boom spar grip in the area immediately around the outhaul cleat as supplied by the licensed manufacturer is permitted. The material for the additional grip covered by this rule is optional.
- m) In addition to the timing device listed in C.3.2(a)(iv), an additional electronic or mechanical timing device may be attached to the **rig**.
- n) Additional ropes or **rigging** may be added to the boom spar for the storage of **personal equipment** or other permitted items.
- o) Any adhesive tape may be added to the **boom spar** in the immediate area around the boom clamp at the front end of the **boom spar**

## C.9 SAILS

### C.9.1 LIMITATIONS

- a) Male competitors shall use the 9.5m<sup>2</sup> Sail. Female competitors shall use the 8.5m<sup>2</sup> Sail. Competitors in the Youth division shall use the 8.5m<sup>2</sup> 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 seven shall be placed in their corresponding **batten pocket**, batten one nearest the **head**. Camber inducers shall be used in pockets 5 and 6.
- d) From 1<sup>st</sup> January 2010, only **sails** with the serial number #200502259 or later shall be used by A and B divisions and may be used by the C division at World or European Championships. (See C.2.3).
- e) From 1<sup>st</sup> December 2011, only **sails** with the serial number #200505025 shall be used by A and B divisions and may be used by the C division at World or European Championships. (See C.2.3).

### 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 above batten 4 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 class insignia. The minimum height of the display shall be 230 mm. The division and displays shall be:

RS:X YOUTH - BOYS

Black Triangle (pointing down)

RS:X YOUTH – GIRLS

Red Triangle (pointing up)

c) National Flags

For World and European Championships of Divisions A and B, the National flag of the competitor shall be displayed on both sides of the **sail** between battens 4 and 5. The material depicting the flag shall self-adhesive and be placed back to back within 100mm of the **leech**. The flag area shall be a minimum of 6000sq cms and the aspect ratio of the flag shall not be altered. The national flag shall be clearly discernable on both sides of the **sail**. The Notice of Race or Sailing Instructions of an event may amend this rule.

### 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:X 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.
- h) Where a **sail** repair requires the replacement of a sail panel, or where a **sail** repair involves a seam and/or a **batten pocket** over its complete length, the **sail** shall not be eligible for use at Class World or European Championships for Divisions A or B.
- i) Battens 5 and 6 may be covered with transparent adhesive tape. Any tape applied shall not affect the bend or performance characteristic of the batten.

## 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 or displayed on the hull centreline just in front of the mast track

## D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the NPL RS:X construction manual.

## D.3 FITTINGS

- a) Mast track complete
- b) Centreboard support plates
- c) Centreboard cover
- d) Gasket assembly
- e) Foot straps
- f) Air ventilation screw

## Section E – Hull Appendages

### E.1 PARTS

- a) 660 mm **Fin**
- b) 600 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:X Racing" logo as applied by the licensed manufacturer.

### E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the NPL RS:X 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:X construction manual.

### **F.3 FITTINGS**

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

## **Section G – Sails**

### **G.1 PARTS**

- a) 9.5 m<sup>2</sup> **sail**
- b) 8.5 m<sup>2</sup> **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 7 according to position in the **sail** from the **head**.

### **G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

Shall comply with the NPL RS:X construction manual

### **G.4 FITTINGS**

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

## **PART III – APENDICES**

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### **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 and any centreboard covers 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: 10<sup>th</sup> December 2010

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