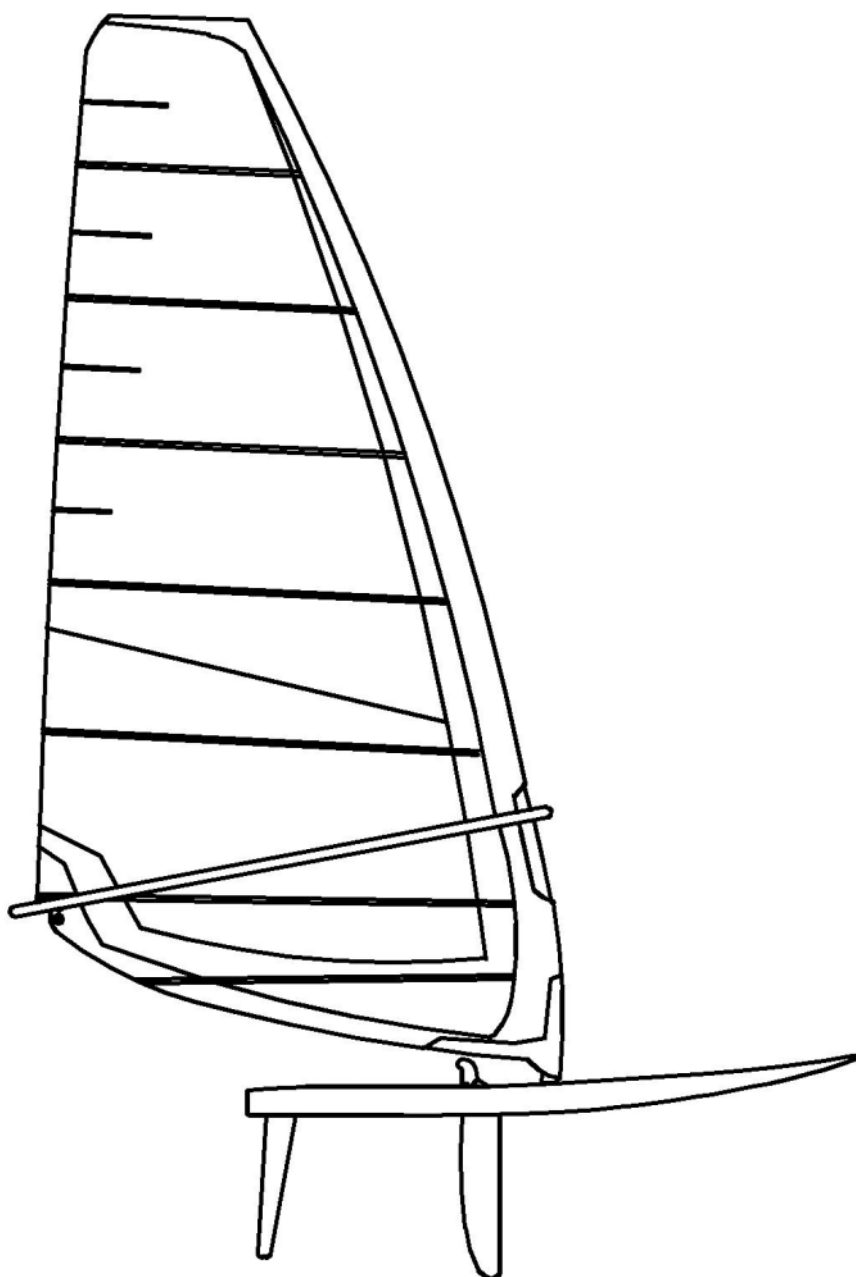


NEIL PRYDE

RS:X

CLASS RULES

2005



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

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INTRODUCTION

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.

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

* References to these Associations are not applicable until their formation

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The International Authority of the Class shall be the ISAF, which shall co-operate 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. Until the establishment of the IRSXCA, rule changes as proposed by the interim class management team shall be approved by ISAF.

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. or by other manufacturers appointed and licensed by NPL in consultation with the ISAF referred to as licensed manufacturers in these **class rules**.

A.9 COMPLIANCE WITH CLASS RULES

- A.9.1 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.
- A.9.2 Equipment shall comply with the class rules in force at the time of its initial construction. Boards with an initial construction date before 1st August 2005 shall comply with these rules (13th July 2005).

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.

B.4 REGISTRATION

- B.4.1 In accordance with the requirements of the event organising authority, **crews** shall present their **hull, hull appendages, rig and sail** as intended to be raced for **Equipment inspection** and shall not alter the number, size or type of any item of equipment after completing the inspection procedure.

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 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**

Spare Rule

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) A harness
- ii) A buoyancy vest or jacket (which may be prescribed as mandatory in the Sailing Instructions). If personal buoyancy is prescribed, every competitor shall wear personal buoyancy with a minimum buoyancy of 4kg uninflated 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 B2.1(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**

- a) A towrope of minimum length 5 m 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 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 jury. The jury shall then cause to have an **event limitation mark** attached to the replacing **hull** and to have removed or defaced any **event limitation mark** attached to the replaced **hull**.
- b) Not less than 6 or more than 9 Footstraps supplied by the licensed manufacturer, shall be fitted to the existing inserts using any stainless steel screws and round washers with a maximum diameter of 17mm. Footstraps shall be fitted with at least one screw at each end.

C.6.2 HULL WEIGHT

- a) The weight of the **hull** including the complete mast track, gasket assembly and air ventilation screw shall not be less than 15.45 kg.
- b) **Corrector weights** installed at the factory shall not be altered.
- c) The **hull** shall 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 can be clearly seen.
- d) Extra attachment holes may be added to the Footstrap. Footstraps may be taped.
- e) A lubricant may be used on the mast track assembly and the gaskets
- f) The pivots and rotation limit pin on the **centreboard** shall be permanently fixed in place as supplied.
- g) The centreboard trailing edge protector may be removed

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS

- a) Male competitors shall use the 660mm **Fin**. Female competitors 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 jury. The jury shall then cause to have an **event limitation mark** attached to the replacing **hull appendage** and to have removed or defaced 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 rubbed down and polished providing that the essential shape of the **Hull appendage** is not affected.
- d) A lubricant may be used within the **centreboard** cassette.
- e) The sides of the fin root may be sanded or shimmed to fit the box, but 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, but shimming material may not extend down to the centreboard case gasket.

C.8 RIGS

C.8.1 LIMITATIONS

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 jury. The jury shall then cause to have an **event limitation mark** attached to the replacing item and to have removed or defaced 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:X mast extension.
- d) Any Uphaul of the **crew's** choice may be fitted.
- e) A safety line or device to secure the **rig** to the **hull** may be fitted.
- f) An 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) An adjustable outhaul supplied by the licensed manufacturer shall be used.

- 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) Harness lines of the **crew's** choice may be used.
- j) A lubricant may be used on the Outhaul and Downhaul.
- k) Cleats and pulleys may be replaced by others of equivalent size and type. All ropes may be replaced.

C.9 SAILS

C.9.1 LIMITATIONS

- a) Male competitors shall use the 9.5m² Sail. Female competitors shall use the 8.5m² 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 jury. The jury shall then cause to have an **event limitation mark** attached to the replacing **sail** and to have removed or defaced any **event limitation mark** attached to the replaced **sail**.
- c) Battens one to seven, as supplied, shall be placed in their corresponding **batten pocket**, batten one nearest the **head**. Camber inducers, as supplied, shall be used in pockets 5 and 6. Only one set of battens and camber inducers shall be used during an event.

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 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 of the display shall be 230 mm. The division and displays shall be:

RS:X WOMEN
Red Diamond

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) Transparent self-adhesive mono-film patches may be attached to the sail adjacent to the **boom spar**.
- d) A lubricant may be used on the camber inducers.
- e) Telltales may be used.

- f) Any number of RS:X camber inducer spacers, supplied by the licensed manufacturer may be used in each camber inducer.
- g) Battens, Camber inducers and other sail fittings may be replaced. Such replacements shall be made on a 'like for like' basis using fittings supplied by a licensed manufacturer.
- h) 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 produced only by a licensed manufacturer.
- b) The **hull** shall be produced only by using moulds in the possession of the appointed manufacturer of Neil Pryde Ltd .

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:X construction manual.

D.3 FITTINGS

- a) Mast track complete
- b) Centreboard support plates with screws
- 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 produced only by a licensed manufacturer in consultation with the ISAF.
- 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 words "RS:X Racing".

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

Sails, Masts, booms and fittings shall be produced only by a licensed manufacturer.

F.1.2 IDENTIFICATION

- a) The section of the **mast spar** shall carry an engraved serial number issued by the licensed manufacturer in a readable condition.
- b) The **mast spar** top and bottom sections and the **boom spar** shall be identified by the words "RS:X Racing" 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
- c) A Deck plate

Section G – Sails

G.1 PARTS

- a) 9.5 m² **sail**
- b) 8.5 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) Class insignia shall be applied by the manufacturer.

b) Battens

i) Battens shall have an identification graphic applied in the factory 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

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