RS AERO
CLASS RULES
2015 V.1.3

Closed class rules for a “Manufacturer controlled” class.

Date of this version – 11 July 2015

The RS Aero was designed by Jo Richards and RS Sailing
INDEX

PART I – ADMINISTRATION

Section A – General
A.1 Language ............................. 4
A.2 Abbreviations ....................... 4
A.3 Authorities ......................... 5
A.4 Administration of the Class .. 5
A.5 ISAF Rules ........................... 5
A.6 Class Rules Variations ....... 5
A.7 Class Rules Amendments .... 5
A.8 Class Fee & Plaque .............. 5
A.9 Class Rules Interpretation .... 6
A.10 Sail Numbers ...................... 6
A.11 Manufacture ....................... 6

Section B – Boat Eligibility
B.1 Class Association ................. 7
B.2 Class Rules Compliance ...... 7
B.3 Equipment Inspections .......... 7

PART II – REQUIREMENTS AND
LIMITATIONS

Section C – Conditions for Racing
C.1 General ............................. 8
C.2 Crew .................................. 9
C.3 Personal Equipment ............. 9
C.4 Advertising ......................... 9
C.5 Portable Equipment .......... 9
C.6 Alterations ......................... 10
C.7 Daggerboard & Rudder ....... 12
C.8 Sail ................................. 12

Section D – Hull
D.1 Hull Identification ............... 12
D.2 Prototypes .......................... 13

Section E – Event Rules
E.1 Fleet Splits ......................... 13
E.2 Time Correction ................. 13
E.3 Rig Changes ........................ 14
E.4 Supplied Equipment ........... 14

Annex 1 – Rope Sizes
1 Rope Sizes .......................... 15
INTRODUCTION

This introduction only provides an informal background and statement of the class objective and the International RS Aero Class Rules proper begin on the next page.

Background -
The RS Aero is a one-design racing boat, suitable for adult and youth sailors for both training and racing. The RS Aero features 3 different rigs to allow competition for all levels of ability, age and size. These are the RS Aero 5, RS Aero 7 and RS Aero 9.

Spirit of the Class –
The design principle of the class is that the racing results should depend solely on the attributes and skills of the crew rather than differences between boats and the way that they are rigged. The objective of these class rules is to implement this concept in practice. If you want to make a change ask your self "why"; if the answer is "to make the boat faster", then check these Rules because it is likely to be illegal.

General -
RS Aero hulls, hull appendages, rigs and sails shall only be manufactured by licensed manufacturers. Equipment is required to comply with the RS Aero Building Specification and is subject to an approved manufacturing control system.

Rules regulating the use of RS Aero’s during a race are contained in section C of these Class Rules, and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE CLOSED CLASS RULES meaning:
ANY CHANGE NOT SPECIFICALLY PERMITTED BY THESE CLASS RULES IS PROHIBITED.

COMPLIANCE WITH THESE CLASS RULES IS DEMONSTRATED THROUGH MANUFACTURING CONTROL:

THUS CONTROL OF COMPONENT AND EQUIPMENT SPECIFICATION IS UNDERTAKEN BY THE LIC
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 words “shall” and “will” are mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS & DEFINITIONS
As used in this document, the following abbreviations shall have the following meanings:

A.2.1 ISAF - International Sailing Federation
MNA - ISAF Member National Authority
ICA - RS Aero International Class Association
NCA - National RS Aero Class Association
ERS - Equipment Rules of Sailing
RRS - Racing Rules of Sailing
LIC - Licensees, namely Copyright Holder and RS Sailing
LM - Licensed Manufacturer
Boat - RS Aero including hull, rig, foils, sail and fittings
Copyright Holder - Jo Richards
RS Sailing - RS Sailing
Class Rules - these rules for the RS Aero
Spirit of the Class - as defined in the introduction above

Building Specification - specification for building the RS Aero as provided by LIC and submitted to ISAF

A.2.2 In addition the following terms when used in the defined sense shall have the following meaning:

Originaly supplied and like terms
The Boat, equipment and parts as supplied by or under licence of LIC

Maintenance
Maintenance shall constitute work required to retain the original condition of an item of equipment whilst compensating for normal wear and tear in order to achieve its maximum useful life. This includes preventative maintenance which shall be taken as the systematic inspection, detection and prevention of incipient failures before they become actual or major failures.

Paint
Application of an additional layer or layers of a permitted substance to the surface. The purpose of painting is to provide colour or protection to a surface. Painting may require prior preparation of the surface which may involve sanding but not fairing unless otherwise permitted.

Polish
Application of small quantities of permitted polishing compounds on the hull, foils
and rig of the Boat in order to reduce the surface roughness.

**Sanding**
Removal of part of the outermost surface through use of an abrasive material with or without a lubricating agent, which after final repair does not alter the shape of a component but may remove localised irregularities or textures in the surface, for example orange peel finish on a component.

**Re-finishing**
See painting, polishing and sanding solely in order to complete a repair.

**Cleaning**
The application of small quantities of detergents or similar agents the purpose of which is to remove residue on the surface which was not part of the original or subsequently modified surface.

**Fairing**
The removal or reshaping of irregularities within the surface form.

**Repair**
Corrective action following unintended and genuine damage to a component. Repairs shall be carried out using only permitted and prior approved materials. Repairs shall constitute work required to restore the original condition of an item of equipment whilst compensating for any additional material required to return the component to its original characteristics.

---

**A.3 AUTHORITIES**

A.3.1 The international Class Rules authority of the class is ISAF which shall co-operate with the LIC in all matters concerning these Class Rules and regulation of the RS Aero.

A.3.2 None of ISAF, the ICA, an NCA, an MNA or LIC have any liability for losses (direct or consequential) or otherwise in respect of these Class Rules or the RS Aero or events.

**A.4 ADMINISTRATION OF THE CLASS**

A.4.1 ISAF has delegated administration of the Class to the ICA which shall co-operate in all respects with the LIC and not act contrary to LICs interests. The ICA may delegate part of its administrative functions to the NCAs subject to the NCAs abiding by these Class Rules.

A.4.2 In countries where there is no NCA, or the NCA does not wish to have an administrative function, its administrative functions shall be carried out by the ICA in co-operation with the NCA or the MNA.

**A.5 ISAF RULES**

A.5.1 These Class Rules shall be read in conjunction with the RRS.

A.5.2 Except where defined in sections A.2.1 and A.2.2 above to the extent that they are consistent with these Class Rules the definitions in the RRS apply.

**A.6 CLASS RULES VARIATIONS**

A.6.1 At all events RRS 77, 87 and ISAF Regulation 10.11 apply.

**A.7 CLASS RULES AMENDMENTS**

A.7.1 Amendments to these Class Rules are subject to the approval of ISAF and LIC in consultation with the ICA from the 1st October 2016; until then the LIC in consultation with the ICA representative may change these rules.

**A.8 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE**

A.8.1 RS Sailing shall pay the International Class Fee and shall send the Building Plaque to the LM.
A.9  CLASS RULES INTERPRETATION
A.9.1  Interpretations of these Class Rules shall be made in accordance with ISAF Regulations by ISAF in conjunction with LIC.
A.9.2  Interpretations of these Class Rules during an event shall be carried out in accordance with the RRS. The event organising authority will as soon as practical inform ISAF and LIC of any such interpretations. ISAF in consultation with LIC shall then be free to issue a correction of the interpretation which shall apply to all future events.
A.9.3  ISAF in conjunction with LIC may issue interpretations of these Class Rules from time to time, which shall be displayed on the ICA website and those interpretations shall apply as if they are part of these Class Rules.

A.10  SAIL NUMBERS & MARKINGS
A.10.1  Save as provided in A.10.3 sail numbers shall be issued by the LIC.
A.10.2  Save as provided in A.10.3 sail numbers shall correspond to the hull number
A.10.3  The following sail numbers may at their option be used by the top 10 placed crew of the immediately preceding World Championships (in order of placing):

51 – 60 – Aero 5  
71 – 80 – Aero 7  
91 – 100 – Aero 9  

A.10.4  A crew who has won an Aero World Championship may add an 45mm diameter gold dot for each World Championship title won below batten 2 (from the top of the sail) and immediately above the class insignia.
A.10.5  NATIONAL FLAGS
A10.5.1 All teams when racing in any International, including Class World Championship, Continental Championship and ISAF Sailing World Cup events, shall display the national flag of the crew. The flag shall be placed on the port side of the mainsail between the 1st and 2nd battens from the top of the sail. The national flag is optional at all other events.
A.10.5.2 Flags shall only be ordered and purchased through the ICA and shall not be trimmed or cut.
A.10.6  The name of the crew may be applied on one or both sides of the sail, immediately below the bottom batten and no closer than 60 mm to the leech

A.11  MANUFACTURE
A.11.1  The Boat and all equipment shall in all respects (save as permitted to be varied by these Class Rules) only be built by an LM licensed by the LIC to the extent permitted by the licence.
A.11.2  All production moulds used for manufacture of the Boat shall be prior approved by the LIC and taken from the Master Plug governed by the Building Specification.
Section B – Boat Eligibility

For a Boat must comply with these Class Rules before it is eligible for racing.

B.1 CLASS ASSOCIATION

B.1 A valid Class Association Sticker, if required by the ICA and/or NCA, shall be affixed to the hull on the transom.

B.2 CLASS RULES & BUILDING SPECIFICATION COMPLIANCE

B.2.1 The Boat and all equipment shall comply in all respects with the Class Rules, the Building Specification (save as permitted to be varied by these Class Rules) in force at the time of manufacture, and to the extent that they are not inconsistent, the RRS.

B.2.2 All hulls, mast sections, boom, sails, daggerboards, rudder blades, tillers and rudder stocks shall carry an LIC equipment label certifying it as Originally Supplied.

B.3 EQUIPMENT INSPECTIONS

B.3.1 All equipment inspections shall be carried out in accordance with the ERS except where varied in these Class Rules.

B.3.2 Equipment Inspectors at an event will as required verify that equipment has been produced by LMs and has not been subsequently altered (other than as is permitted within these Class Rules) using whatever inspection methods they deem appropriate, including discussions with the ICA Chief Measurer, LIC and/or comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than what the Equipment Inspector considers being within manufacturing tolerances, the following procedure shall be adopted:

   a) the LIC or Chief Measurer of the ICA (if the LIC cannot be contacted) shall be consulted and provided with full details of the specification or item in question of the offending Boat.
   b) the LIC will or the Chief Measurer will after taking direction from the LIC give a final ruling in line with the LICs direction regarding the correct specification or interpretation of the Building Specification as the case may require. That ruling will be referred to the Race Committee for actioning.
   c) If the LIC or Chief Measurer is not contactable prior to the end of a Regatta the matter will be reported to Race committee, who may make a ruling and will also promptly report full details of all items of equipment lying outside the accepted deviation, corresponding Building Specification/s or Class Rules to the LIC.
   d) If any specification/s of the disputed Boat or item of equipment does not comply with the Class Rules or deviates from the Building Specification/s or is not supplied by an LM (where required by the Class Rules) then the LIC will make a final decision regarding use of the equipment at future events.

B.3.3 The LIC in consultation with ISAF may from time to time issue guidance and interpretations of the Building Specification which shall be published on the ICAs website and shall be binding.
PART II – REQUIREMENTS & LIMITATIONS

The crew and the Boat shall comply with these Class Rules and the Building Specification including without limitation the following Part II when racing. In case of conflict the following section C shall prevail.

These Class Rules are closed class rules where anything not specifically permitted by the Class Rules is prohibited: compliance with these Class Rules is demonstrated through original design control.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 The RS Aero may be raced with either the RS Aero 5, RS Aero 7 or RS Aero 9 rig.

C.1.2 The RS Aero class rules cover three classes of boat determined by rig size:
- Aero 5
- Aero 7
- Aero 9

If there are not sufficient numbers of boats at an event for the an individual class of one rig size then the notice of race or sailing instruction may proscribe that Boats race together. Standard wording for this can be seen in Section E.1.1.

C.1.3 The boat, spars, sail, foils (rudder and daggerboard), control lines, attachment points and means, blocks, mainsheet, halyard, traveller, vang, Cunningham, traveller end retainers, traveller block, gooseneck, outhaul and toestrap will be rigged, arranged and have the purchases as Originally Supplied and as shown in the Rigging Manual save as otherwise allowed to be changed by these class rules; the total purchase ratio in each of the control line systems may not exceed: vang –16:1, cunningham – 8:1 outhaul – 4:1. The mainsheet shall be uniform diameter throughout its length. The traveller shall be a single non-tapered line which will allow the traveller block to move from one side to the other.

C.1.4 It is not permitted to change a rig on the water.

C.1.5 Except where the Sailing Instructions have implemented provisions of section E.3 below, in a regatta or series of races only one sail may be used unless written permission is obtained from the race committee. Written permission shall only be given in the event that the sail is damaged beyond repair or damaged to the extent that it cannot be repaired before the start of the next race in a series. In the event of a change the damaged sail shall not be used again in that series even if it is subsequently repaired.

C.1.6 RRS Appendix G1.3 shall not apply. The Class Insignia shall be the RS Aero class logo relevant to the rig size as prescribed by the LIC, and shall be displayed on the port side only between the 2nd and 3rd batten down, on the top half of the mainsail, as Originally Supplied (RRS Appendix G1.3(a) is amended accordingly). The RS Aero 7 & 9 will use 300mm high sail numbers and letters. The RS Aero 5 will use 230mm high sail numbers and letters with
a spacing between adjoining characters of at least 45mm (RRS G.1.2(b) is amended accordingly).

C.1.7 The vang cleat fitting shall always be removable without the use of tools.
C.1.8 Only one daggerboard and rudder may be used during a regatta, except when it has been damaged beyond repair.

C.2 CREW
C.2.1 The RS Aero shall be raced with one person on board (the “crew”).
C.2.2 To be eligible to compete in events run under the auspices of an NCA or ICA the crew must be a current member of their NCA, or ICA where no NCA is in place.

C.3 PERSONAL EQUIPMENT
C.3.1 The Boat shall be equipped with a personal flotation device for the crew member to the minimum standard EN 393: 1995 or ISO 12402:5 (Level 50 Newtons), or USCG Type III, or AUS PFD 2.

C.4 ADVERTISING
C.4.1 Advertising is permitted in accordance with ISAF Regulation 20 (advertising code) but the sail window shall not be covered by advertising or other material.
C.4.2 Vinyl film may be added to the hull above the chine, and vinyl or other plastic film may be added to the sail, to facilitate advertising, provided that the film shall not be specially textured or otherwise manufactured in a way that could improve the character of the flow of water or air inside the boundary layer.

C.5 PORTABLE EQUIPMENT
C.5.1 The following optional equipment may be used and attached to the hull or rig providing that attachments do not puncture the surface of the Boat:

(a) Compass, timing device or a combination of both provided that it/they can only provide information relating to the boat’s heading and time (current or elapsed); together with a mounting bracket adapted to attach to the Originally Supplied bayonet attachment located between the mast and vang cleat.
(b) Maps, charts and a marking pencil or pen for recording courses and compass headings
(c) Bags, clips, ties, velcro and tape to secure safety equipment, loose clothing and to stow food and/or drinks.
(d) Any additional equipment required by the Sailing Instructions for the event.
(e) GPS tracking and recording device provided that the data and output is only used onshore by the crew after a race has finished and not during a race.
(f) Camera to record video and pictures provided that the data and output is only used onshore after a race has finished and not during a race.
(g) A towing line provided that it is to be attached to existing fittings or parts.
(h) Any number and design of mechanical wind indication devices may be fitted.
C.6 ALTERATIONS

C.6.1 Repairs and maintenance may be carried out provided the repair (i) arises as a result of genuine and unintended damage, (ii) is only made to the minimum extent necessary to reinstate the item to its Originally Supplied condition, (ii) complies with these Class Rules, and (iii) is done in such a way that the shape, weight distribution, characteristics, performance and function of the item as Originally Supplied are not affected. Any repair exceeding more than 5% of the total area of the item or impacting on the structural, air and/or watertight integrity of the item shall be referred to and prior approved by LIC (which may impose such conditions as it considers appropriate, including stipulating the repairer) before being carried out in order to be in compliance with these Class Rules. Repairs to the sail must use a similar type and weight of material to the Originally Supplied and shall not exceed 5% of and shall not alter the shape of the Originally Supplied sail. Replacement of the entire window on a like for like basis is permitted if it is damaged beyond repair. If you are in doubt whether the damage may be repaired you must refer full details to and consult LIC for determination by LIC.

C.6.2 Maintenance includes the replacement of fastenings and fittings with alternatives provided that the equipment is replaced in the Originally Supplied position using the same fitting and fastening as that Originally Supplied (unless a change is permitted by clause C.6.5 or C.6.6 below) and is in accordance with these Class Rules. Please note:

(a) The hull and foils may not be painted other than in the immediate area of a repair.
(b) The watertight integrity of the hull shall be maintained.
(c) The breather and drainage holes and stern drainage flaps shall all remain open, operational and unrestricted.
(d) Maintenance may include re-application of moulded deck non-slip areas with a similar material providing similar grip to the Originally Supplied in the event of wear.

C.6.3 Fairing of the hull and foils other than as specifically permitted in these Class Rules is prohibited.

C.6.4 Replacement of hull fittings

Taking account of sections C.6.5 and C.6.6 below, the following parts or equipment may be replaced using parts obtained from any supplier provided that the replacement is placed in the same position and is a like for like basis being similar size, does not alter the velocity ratio or purchase, and performs the same function (rope sizes are shown in Appendix 1 but may be of any material):

(a) Blocks
(b) Bungs
(c) Toe strap and its tension straps and tensioning shockcord
(d) Cam and clam cleats (but only on a like for like basis)
(e) Control lines, running rigging, ropes and lashings.
(f) Main Halyard maximum purchase ratio 1:1
(g) Main sheet
(h) Rudder downhaul lines
(i) Daggerboard handle
(j) Daggerboard retaining shockcord and clip
(k) Shackles, swivels, clips and pins

C.6.5 The crew may control the mainsheet from any of the turning blocks in the mainsheet system.

C.6.6 The following is permitted without approval; unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier but the item must be supplied on a like for like basis:

(a) Polishing of the hull, foils, mast and boom is permitted provided that the intention or effect is not to lighten the hull or improve materials or shape beyond that Originally Supplied.

(b) Lubricant on fittings, mast join, boom end and sail track only; it shall not be used on the hull or foils.

(c) The use of (i) flexible adhesive tape, "velcro" type fastening, and (ii) hooks, hooked blocks, and snap shackles to facilitate rigging; - as long as this does not modify the intended purpose, purchase or action of any equipment and provided that such material shall not be used to create a fitting or extend a function of a permitted fitting or alter the shape of the boat.

(d) Calibration marks of any kind.

(e) The daggerboard case packing may be replaced provided it is with a soft compliant material and does not extend more than 3cm into the case from the top or bottom, or beyond the surface defined by a straight edge held perpendicular to the centreline and dragged along the bottom of the hull, and does not allow the daggerboard to gybe within the case.

(f) Additional drainage holes and inspection hatches provided they do not compromise the watertight integrity or reduce the weight of the hull.

(g) Packers of not more than 5mm may be fitted under cleats.

(h) 1 x Cam cleat may be screwed to each sidedeck for the mainsheet but only in the designated area marked on the deck and as illustrated in the Rigging Manual; alternatively (not in combination) an RS Sailing supplied detachable single central swivel cam base and cam cleat may be attached to the eyelet at the end of the toestrap as shown in the Rigging Manual (no other fitting may be used and it must be detachable without removing screws or the like).

(i) One of the rudder pintels may be drilled and pinned to further secure the rudder stock to the Boat.

(j) A second toe strap may be added alongside the existing one provided that the same attachment points are used as Originally Supplied.

(k) One single righting line of maximum length of 1.5 meters may be attached to each side of the hull at the rear most plastic barrel under the gunwale as described in the RS Aero Rigging Manual.

(l) The Originally Supplied tiller may be shortened by no more than 10cm.

(m) A single tiller extension of any material and length may be used.

(n) Shockcord of maximum diameter 6mm to retract or reduce slack in ropes when released/uncleated.

(o) Any of the mainsheet blocks may be replaced by a ratchet block of similar size to the block as Originally Supplied.

(p) It is permitted to "re-lead" the tails/secondary lines of the Cunningham, vang and outhaul lines only and to use additional shockcord, rope, rings and blocks for the sole purpose of routing to tidy the Cunningham,
vang andouthaul line tails provided that no further holes are drilled in the hull or rig. All additional blocks or rings shall be attached by rope. The use of adhesive is not permitted.

(q) A “J.C” strap with a maximum shockcord thickness of 8mm may be fitted as shown in the Rigging Manual to pull the boom forward whilst sailing downwind.

(r) The sides of the head of the rudder and plastic bush only may be packed or sanded to maintain a good fit in the rudder stock.

(s) The leading edge of each foil below the stock (but not the front of the head of the foil) may be sanded, filled and/or painted provided that such work shall not extend more than 20mm aft of the leading edge.

(t) The trailing edge of each foil (but not the head) may be sanded, filled and/or painted provided that such work shall not extend more than 3mm from the rear edge.

(u) The top two full length originally supplied battens may be shaved/sanded to reduce the thickness; for the avoidance of doubt this does not apply to the remaining battens and only originally supplied battens may be used.

(v) Additional tell tails and leach ribbons may be added to the sail.

C.6.7 The mast and boom only may be painted with a UV protective coat provided that it does not change the bend characteristics of the mast or boom.

C.7 DAGGERBOARD AND RUDDER

C.7.1 The location and size of the holes in the rudder and daggerboard as Originally Supplied shall not be altered.

C.7.2 It is not permitted to vary the designed chord width or profile shape of either foil from that Originally Supplied.

C.7.3 The rope handle holes in the daggerboard will not be lowered below the line of the deck adjacent to the centreboard case and the daggerboard and daggerboard handle will not be altered to enable said holes to be lowered below that line.

C.8 SAIL

C.8.1 IDENTIFICATION

C.8.1.1 The sail number shall be displayed on each side of the mainsail between the 3rd and 4th batten down, with the numbers on the starboard side being higher than those on the port side and according to the current position that is shown in the Rigging Manual.

C.8.1.2 All sail numbers shall be black and the same size and style as Originally Supplied. The size and spacing of the numbers is specified in C.1.6 above. The national letters when used shall be displayed below the bottom batten, with the upper letters on the starboard side.

C.8.2 A halyard shall be used to hoist and lower the sail and must permit hoisting and lowering of the sail at sea. The luff bolt rope shall be in the mast track.

Section D – Hull

D.1 HULL IDENTIFICATION

D.1.1 Each hull shall carry at least one moulded CIN (Craft Identification Number) number.
D.1.2 Each hull shall have its sail number displayed on the transom face, between
the rudder fittings.

D.2 PROTOTYPES
Two prototype hulls were produced prior to formal production of the Boat.
These hulls shall be permitted to participate in events until 1 October 2018
using rigs, foils and fittings and otherwise complying with these Class Rules.

PART III – EVENT RULES

These rules must be invoked individually by the notice of race or sailing instructions.
The default is these rule do not apply. The notice of race or sailing instructions shall
state that “The following sections of Part III of the Aero Class Rules are invoked”.

NOTE: For a world, ISAF, continental or national championship E.1, E.2 and E.3 may
not be invoked.

E.1 FLEET SPLITS
E.1.1 MULTI RIG FLEETS
Under this rule the nominated or all RS Aeros shall race together as one fleet
and may use time correction as defined in E.2.1. However, if there are 10 or
more entries in the RS Aero 7 or another RS Aero class, that class/es shall
race independently without time correction.

E.1.2 YOUTH FLEETS SPLITS
E.1.2.1 Under this rule, if there are more than 10 entries at the start of an
event or series in the RS Aero 5 Class under the age of 17 on the 31st
December of the year in which the event or series start they may race as an
individual fleet.

E.1.2.2 Under this rule, if there are more than 10 entries at the start of an
event or series in the RS Aero 7 Class under the age of 19 on the 31st
December of the year in which the event or series start they may race as an
individual fleet.

E.1.2.3 Under this rule, if there are more than 10 entries at the start of an
event or series in the RS Aero 9 Class under the age of 21 on the 31st
December of the year in which the event or series start they may race as an
individual fleet.

E.1.3 FEMALE FLEETS SPLITS
E.1.3 Under this rule, if there are more than 10 entries at the start of an
event or series in the RS Aero 5, RS Aero 7, and/or RS Aero 9 Class who are
female they may race as an individual fleet.

E.2 TIME CORRECTION
E.2.1 TIME CORRECTION FACTORS
The following multiplication factor shall be applied to the elapsed time to
calculate the corrected times for scoring of multiple rig fleets:
Aero 9 – 1.029
Aero 7 – 1.000
Aero 5 – 0.966

E.3 RIG CHANGES

E.3.1 A boat shall nominate the rig size used at the start of a regatta series and this shall apply to all races. The nominated rig will be used for any time correction factor. In the event that no rig size is stipulated on the entry form, the sail used in the first race shall be deemed to be the rig entered on the form.

E.3.2 Using a larger sail than nominated will constitute a new regatta entry and scored separately from any previous races using a smaller sail, resulting in all results for previous races in the series being scored as DNC.

E.3.3 A competitor shall have the right to use a rig size and sail during a race or series of races which is smaller than shown on the entry form, without disqualification. Their Yardstick and results however shall be calculated at all times for that series as that for the rig size initially entered.

E.3.4 A competitor shall have the right to use a replacement sail of the same size during a race or series of races, without disqualification.

E.4 SUPPLIED EQUIPMENT

E.4.1 Where Boats and/or equipment is supplied for a regatta series:

(a) Competitors must use the equipment as supplied.

(b) Competitors must use their own mainsheet, compass, wind vane and tiller extension.

(c) No fitting may be removed (other than any mainsheet cleats) and no repairs may be undertaken without the permission of the race committee.

(d) No changes, additions, or alterations to the spars, hull and fittings shall be made except the fitting of a compass and wind indicator supplied by the competitor provided that they can be fitted without piercing or otherwise marking the hull or spars.

(e) Wet or dry sanding of the hulls or any other equipment is prohibited.

(f) The use of waxes, polishing compounds or similar is prohibited. Competitors may wash their boat with detergent and water.

(g) Plastic tape, shockcord or similar may be used in accordance with these Class Rules.
### APPENDIX 1

### ROPE SIZES

**DIMENSIONS** (all in metric sizes)

<table>
<thead>
<tr>
<th></th>
<th>Recommended length (m)</th>
<th>Recommended diameter (mm)</th>
<th>Minimum Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsheet</td>
<td>9m</td>
<td>8mm</td>
<td>6mm</td>
</tr>
<tr>
<td>Outhaul (primary line in boom)</td>
<td>3.10m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Outhaul Control line (secondary)</td>
<td>8.65m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Downhaul/Cunningham Primary Line</td>
<td>0.9m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Downhaul/Cunningham Secondary/control Line</td>
<td>9.75m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Control Line take-up shockcord</td>
<td>2.2m (x2)</td>
<td>3mm</td>
<td>2mm</td>
</tr>
<tr>
<td>Vang Primary Strop</td>
<td>2m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Vang Secondary/control line</td>
<td>5.6m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Main Halyard Primary</td>
<td>0.9m</td>
<td>5mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Main Halyard Tail</td>
<td>10.5m</td>
<td>3mm</td>
<td>1.5mm</td>
</tr>
<tr>
<td>Traveller</td>
<td>0.7m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Rudder Downhaul primary</td>
<td>0.7m</td>
<td>4mm</td>
<td>2mm</td>
</tr>
<tr>
<td>Rudder Downhaul secondary</td>
<td>1.10m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Toestrap elastic</td>
<td>0.6m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>Daggerboard shockcord (optional)</td>
<td>1.1m</td>
<td>4mm</td>
<td>3mm</td>
</tr>
<tr>
<td>JC Strap (optional)</td>
<td>3m</td>
<td>6mm</td>
<td></td>
</tr>
<tr>
<td>Optional Righting line</td>
<td>1.5m (x2)</td>
<td>4mm</td>
<td></td>
</tr>
</tbody>
</table>

Effective Date: July 11th 2015  
Published Date: July 11th 2015  
Previous issues:  
© RS Sailing 2015