The International RS:One Class Association was adopted as an ISAF Class in 2011
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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
IRSOCA International 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 IRSOCA in all matters concerning these class rules.
A.3.2 Neither ISAF nor the IRSOCA 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 IRSOCA. Only delegates “in good standing” in accordance with the IRSOCA 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 IRSOCA.

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, IRSOCA 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 IRSOCA. If there is no NCA, or the crew’s NCA is not a full member of the IRSOCA, then the crew must be an individual member of the IRSOCA.
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) In accordance with RRS 1.2 the following provision is made: Competitors are not obliged to carry personal life saving equipment (flotation devices) on board. However a personal flotation device shall be worn when RRS 40 applies, or when prescribed by the Notice of Race or Sailing Instructions. The personal flotation device shall conform to the minimum standard of ISO 12402-5. Alternative or additional standards may be prescribed in the Notice of Race.
   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) RRS 43.1 is changed so that clothing and equipment including harness, but excluding beverage container, worn or carried by the crew shall not weight more than 9KG 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 Advertising shall be in accordance with ISAF Regulation 20.

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.

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