

# ***RS:** CONVERTIBLE CLASS*

## **CLASS RULES**

## **INDEX**

Introduction .....3

### **PART I - ADMINISTRATION**

#### **Section A - General**

1. A.1 Language ..... 4
2. A.2 Abbreviations ..... 4
3. A.3 Authorities and Responsibilities .. 4
4. A.4 WS rules ..... 4
5. A.5 Amendments to Class Rules.....4
6. A.6 Interpretation of Class rules ..... 4
7. A.7 Sails Numbers ..... 4
8. A.8 Licensed Manufacturers ..... 4

#### **Section B - Equipment Eligibility**

1. B.1 Certificate ..... 5
2. B.2 Event Inspection ..... 5
3. B.3 Event Limitation Marks ..... 5

### **PART II - Requirements and Limitations**

#### **Section C - Conditions for Racing**

1. C.1 General..... 5
2. C.2 Crew..... 6
3. C.3 Personal Equipment..... 6
4. C.4 Portable Equipment ..... 6
5. C.5 Advertising..... 7
6. C.6 Hull..... 7
7. C.7 Hull Appendages ..... 7,8
8. C.8 Rigs..... 8,9
9. C.9 Sails ..... 8,9

#### **Section D - Hull**

1. D.1 General .....10
2. D.2 Materials, Construction and  
Dimensions.....10
3. D.3 Fittings..... 10

#### **Section E - Hull Appendages**

1. E.1 Parts ..... 10
2. E.2 General ..... 10
3. E.3 Materials, Construction and  
Dimensions..... 10

#### **Section F - Rigs**

1. F.1 General .....11
2. F.2 Materials, Construction and  
Dimensions..... 11
3. F.3 Fittings .....11

#### **Section G - Sails**

1. G.1 Parts..... 12
2. G.2 General..... 12
3. G.3 Materials, Construction, and  
Dimensions..... 12
4. G.4 Fittings..... 12

### **Part III - Appendices**

#### **Section H - Hull Weight**

- H.1 Hull Weighting ..... 12

## **INTRODUCTION**

The RS:X Convertible and RS:One Convertible are sailboards developed by NeilPryde Ltd.

RS:X Convertible and RS:One Convertible hulls, hulls appendages, rigs and sails shall only be manufactured by NeilPryde Ltd or their appointed manufacturers. Such equipment is required to comply with the construction manual and is subject to an 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:Convertible 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 IWA International Windsurfing Association

MNA Member National Authority

NCA National Class Association

IRSCCA International RS:Convertible Class Association

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 IWA, which shall cooperate with IRSCCA in all matters concerning these **class rules**.

A.3.2 Neither IWA nor the IRSCCA accept any legal responsibility in respect of these **class rules** or any claim arising there from.

#### **A.4 WS 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 IWA after adoption by a simple majority of the delegates’ vote in a general meeting of the IRSCCA. Only delegates “in good standing” in accordance with the IRSCCA Constitution are eligible to vote.

#### **A.6 INTERPRETATION OF CLASS RULES**

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

#### **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 Convertible & RS:One Convertible shall be manufactured by NeilPryde Ltd (except as otherwise stated in these **class rules**) or by other manufacturers appointed and licensed by NPL.

## **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 IWA, IRSCCA 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: C.3.3 Certificate.

## **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 IRSCCA. If there is no NCA, or the **crew's** NCA is not a full member of the IRSCCA, then the **crew** must be an individual member of the IRSCCA.

### **C.2.3 DIVISIONS**

- a) Gender: Men and Women
- b) Youth Boy and Youth Girl (only for RS:One Convertible)

## **C.3 PERSONAL EQUIPMENT**

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

### **C.3.2 SAFETY AND LIFE-SAVING EQUIPMENT**

In alteration to RRS 1.2 the following provision is made: Competitors are not obliged to carry personal life saving equipment (flotation devices) on board unless RRS40 applies, in which case the **personal flotation devices** shall be worn. If used, the **personal flotation device** shall conform to the minimum standards of ISO 12402-5. Alternative or additional standards may be prescribed in the Notice of Race

### **C.3.3 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) A container for holding beverages in accordance with RRS Appendix B 4 43 (a).
- iii) An electronic or mechanical timing device
- iv) A heart rate monitoring device.

### **C.3.3 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 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 4 foot straps by a licensed manufacturer (GNPRSXFSL for RS:X Convertible & GNPRSXFS for RS:One Convertible), 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** without the footstraps air ventilation screw shall not be less than 6.5 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.

g) The **hull** may be lightly sanded and/or polished.

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 World and Continental championships may amend this rule.

## **C.7 HULL APPENDAGES**

### **C.7.1 LIMITATIONS**

a) RS:X Convertible Men competitors shall use the 43 cm Carbon **Fin** or the **Foil** RS:X Convertible Carbon.

b) RS:X Convertible Women competitors shall use the 41 cm Carbon **Fin** or the **Foil** RS:X Convertible Carbon.

c) RS:One Convertible Men competitors shall use the 43 cm G10 **Fin** or the **Foil** RS:One Convertible Aluminum.

d) RS:One Convertible Women/ Youth Boy & Youth girls competitors shall use the 41 cm G10 **Fin** or the **Foil** RS:One Convertible Aluminum.

e) Only one **Foil** 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.

e) The sides of the **Fin** and or **Foil** root may be sanded or shimmed to fit the box. The gap between the **Fin** root and the **hull** may be filled and faired.

### 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:Convertible 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:Convertible 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:X Convertible and



RS:One convertible 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) RS:X Convertible Men competitors shall use the 7.8 RS:X Convertible **Sail**.

b) RS:X Convertible Women competitors shall use the 7.0 RS:X Convertible **Sail**.

c) RS:One Convertible Men competitors shall use the 7.8 RS:One Convertible **Sail**

d) RS:One Convertible Women/ Youth Boy competitors shall use the 7.0 RS:One Convertible **Sail**.

e) RS:One Convertible Youth Girl competitors shall use 6.3 RS:One Convertible **Sail**.

f) 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 1 to 7 shall be placed in their corresponding **batten pocket**, batten one nearest the **head**. Camber inducers shall be used in pockets 2, 3 and 4.

### **C.9.2 SAILIDENTIFICATION**

#### **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.

### **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 Convertible and RS:X Convertible 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:X Convertible and RS:One Convertible construction manual.

### **D.3 FITTINGS**

- a) Foot straps
- b) Air ventilation screw

## **Section E – Hull Appendages**

### **E.1 PARTS**

- a) 43 & 41 cm **Fin** RS:X Convertible Carbon
- b) 43 & 41 cm **Fin** RS:One Convertible G10
- c) RS:X Convertible **Foil** Carbon
- d) RS:One Convertible **Foil** Aluminum

### **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.

#### **E.2.2 IDENTIFICATION**

- a) The **foils** shall have a serial number by the licensed manufacturer.
- b) The **fins** shall have a serial number the licensed manufacturer.
- c) The **fins** and foils shall carry the "RS:X Convertible and RS:One Convertible" logos as applied by the licensed manufacturer.

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

Shall comply with the NPL RS:X Convertible and RS:One Convertible construction manual.

## **Section F – Rigs**

### **F.1 GENERAL**

#### **F.1.1 PARTS**

- a) RS:X Convertible Mast 460
- b) RS:One Convertible Mast 460
- c) RS:One Convertible Mast 430
- d) RS:X Convertible Boom 180
- e) RS:One Convertible Boom 175

#### F.1.2 MANUFACTURERS

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

#### F.1.3 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 Convertible and RS:One Convertible construction manual.

### **F.3 FITTINGS**

- a) A **mast** extension.
- b) A Universal joint.

## **Section G – Sails**

### **G.1 PARTS**

- a) RS:X Convertible 7.8 **sail**
- a) RS:X Convertible 7.0 **sail**
- a) RS:One Convertible 7.8 **sail**
- a) RS:One Convertible 7.0 **sail**
- a) RS:One Convertible 6.3 **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 8 according to position in the **sail** from the **head**.

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

Shall comply with the NPL RS:X Convertible and RS:One Convertible 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 12 shall be applied.

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

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

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

Effective date March 1<sup>st</sup> 2017