

# Class Rule Changes

International RS Aero Association

Effective date: 2023-06(Jun)-27

Status: Approved



## Amendment One

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### A.2 DEFINITIONS

Old:

A.2.2 In addition the following terms when used in this document shall have the following meaning:

#### **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 Material to the surface. The purpose of painting is to replace existing surface protection on a like for like basis. Painting may require prior preparation of the surface which may involve light abrasion but not fairing unless otherwise permitted.

#### **Polish**

Application of small quantities of permitted polishing compounds (as published on the ICA website from time to time) on the **hull**, foils and rig of the **boat** in order to clean and reduce surface roughness only.

#### **Sanding**

Removal, solely for a purpose specifically permitted in these Rules, including for Repair of a component, 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 or texture of the surface of the Originally Supplied item.

#### **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, or a manufacturing defect. Repairs shall be carried out using only Permitted Material in the same weight and amount as Originally Supplied. Repair of a manufacturing defect shall only be made after prior approval from LM. 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, including by filling, sanding and polishing. Any repair shall (i) only be to the damaged area, and (ii) not be used to reinforce or strengthen a part.

#### **Permitted material**

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The same material as used in the manufacture of the relevant part of the **boat** and as specified in the Construction Manual. A list shall be published on the ICA website from time to time; if you are uncertain then you must consult with the LIC before proceeding.

## Amend to read:

A.2.2 In addition the following terms when used in this document shall have the following meaning:

### 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 Material to the surface. The purpose of painting is to replace existing surface protection on a like for like basis. Painting may require prior preparation of the surface which may involve light abrasion but not fairing unless otherwise permitted.

### Polish

Application of small quantities of permitted polishing compounds (as published on the ICA website from time to time) on the **hull**, foils and rig of the **boat** in order to clean and reduce surface roughness only.

### Sanding

Removal, solely for a purpose specifically permitted in these Rules, including for Repair of a component, 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 or texture of the surface of the ~~Originally~~ Originally Supplied item.

### 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, or a manufacturing defect. Repairs shall be carried out using only Permitted Material in the same weight and amount as Originally Supplied. Repair of a manufacturing defect shall only be made after prior approval from LM. 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, including by filling, sanding and polishing. Any repair shall (i) only be to the damaged area, and (ii) not be used to reinforce or strengthen a part.

### Permitted material

The same material as used in the manufacture of the relevant part of the **boat** and as specified in the Construction Manual. A list shall be published on the ICA website from time to time; if you are uncertain then you must consult with the LIC before proceeding.

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## Amendment Two

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### B.3 EQUIPMENT INSPECTIONS

Amend to delete:

~~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 RS, an RS licensed distributor for the class or an LM (where required by the Class Rules) then the LIC will make a final decision regarding use of the equipment at future events.~~

## Amendment Three

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### C.1 GENERAL

Old:

~~C.1.2 CONFIGURATION~~

~~(b) The RS Aero class rules cover three classes of boat determined by rig size:~~

- ~~• RS Aero 5~~
- ~~• RS Aero 6~~
- ~~• RS Aero 7~~
- ~~• RS Aero 9~~

~~If there are not sufficient numbers of **boats** of an individual class of one rig size at an event, then the notice of race or sailing instruction may proscribe that **boats** race together. Recommended standard wording for this can be seen in Section H.~~

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## Amend to read:

### C.1.2 CONFIGURATION

(b) The RS Aero class rules cover ~~three~~ four classes of boat determined by rig size:

- RS Aero 5
- RS Aero 6
- RS Aero 7
- RS Aero 9

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

## Amendment Four

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### C.1 GENERAL

#### Old:

#### C.1.3 SUPPLIED EQUIPMENT

Where **boats** and/or equipment is supplied to the entire fleet for a regatta series:

- Competitors shall use the equipment as supplied.
- Competitors may use their own ropes (including mainsheet, control lines, halyard), shock cord, compass, wind vane and tiller extension.
- Removal or alteration of fittings and repairs are prohibited (other than any mainsheet cleats) without the permission of the race committee.
- Changes, additions, or alterations to the spars, hull and fittings are prohibited except as provided in C.5 below provided that they can be fitted without piercing, bonding or otherwise marking the hull or spars and are removed after the last race.
- Wet or dry sanding of the hulls or any other equipment is prohibited.
- The use of waxes, polishing compounds or similar is prohibited. Competitors may wash their **boat** with detergent and water.

#### Amend to read:

#### H.5 SUPPLIED EQUIPMENT

Where **boats** and/or equipment is supplied to the entire fleet for a regatta series:

- Competitors shall use the equipment as supplied.
- Competitors may use their own ropes (including mainsheet, control lines, halyard), shock cord, compass, wind vane and tiller extension.
- Removal or alteration of fittings and repairs are prohibited (other than any mainsheet cleats) without the permission of the race committee.

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- (d) Changes, additions, or alterations to the spars, hull and fittings are prohibited except as provided in C.5 below provided that they can be fitted without piercing, bonding or otherwise marking the hull or spars and are removed after the last race.
- (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.

## Amendment Five

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### C.4 PERSONAL EQUIPMENT

Old:

#### C.4.1 MANDATORY

- (a) The **boat** shall be equipped with a **personal flotation device** (PFD) for the crew to the minimum standard ISO 12402-5, (level 50, or USCG Type III, or AUS PFD II or equivalent).

Amend to read:

#### C.4.1 MANDATORY

- (a) The **boat** shall be equipped with a **personal flotation device** (PFD) for the crew to the minimum standard ISO 12402-5, (level 50, or USCG Type III, or ~~AUS PFD II AS 4758~~ **Level 50** or equivalent).

## Amendment Six

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### C.4 PERSONAL EQUIPMENT

Old:

#### C.4.2 COMPETITOR CLOTHING AND EQUIPMENT

- (a) Each **crew** member may wear a helmet that shall be to the minimum standard EN1385 or EN1077 or equivalent. This may be made mandatory by the Notice of Race and/or Sailing Instructions.
- (b) Each **crew** member may wear body protection, if the body protection also acts as a personal flotation device it shall be to the minimum standard in C.4.1(a). This may be made mandatory by the Notice of Race and/or Sailing Instructions.

Amend to read:

#### C.4.1 OPTIONAL

- (a) Each **crew** member may wear a helmet that shall be to the minimum standard EN1385 or EN1077 or equivalent. This may be made mandatory by the Notice of Race ~~and/or Sailing Instructions~~.

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- (b) Each **crew** member may wear body protection, if the body protection also acts as a personal flotation device it shall be to the minimum standard in C.4.1(a). This may be made mandatory by the Notice of Race ~~and/or Sailing Instructions~~.

## Amendment Seven

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### C.5 PORTABLE EQUIPMENT

Old:

#### C.5.1 OPTIONAL

The following optional equipment and items may be used and attached to the hull or rig providing that attachments do not puncture and are not bonded to the surface of the **boat**:

(a) one or more devices that can display only information relating to:

- Time (date)
- Compass heading

No device may display any information relating to speed; boat performance; actual and relative position; previous/ historical heading (lift/ header indicator); VMG; distance to a point/ line; and environment factors {including tide, waves, water depth, temperature, air pressure and wind speed}.

Amend to read:

#### C.5.1 OPTIONAL

The following optional equipment and items may be used and attached to the hull or rig providing that attachments do not puncture and are not bonded to the surface of the **boat**:

(a) one or more devices that can **process and** display only information relating to:

- Time (**optionally including** date)
- Compass heading

No device may **process or** display any information relating to **GPS**, speed, boat performance, actual and relative position, previous/ historical heading (lift/ header indicator), VMG, distance to a point/line, and environment factors {including tide, waves, water depth, temperature, air pressure and wind speed}.

## Amendment Eight

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### C.6 BOAT

Old:

#### C.6.1.3 MODIFICATIONS

(m) (iii) to retract or reduce slack in ropes when released/uncleated (including to pull the outhaul and Cunningham controls off).

...

(o) It is permitted to “re-lead” the tails/secondary lines of the Cunningham and outhaul lines only (including to swap to the inner or outer side deck cleat) and to use additional rope, rings (or closed thimbles in place of rings) and blocks for the sole purpose of routing to

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tidy the Cunningham and outhaul line tails provided that no further holes are drilled in the hull or rig. All additional blocks or rings shall be attached by separate rope or shock cord. The use of adhesive is not permitted. The redundant barrel tube fittings on the sides of the **boat** (but not the bow fairlead) and their screws, and through deck angled exit barrels may be removed but the holes must be filled and made watertight.

## Amend to read:

### C.6.1.3 MODIFICATIONS

(m) (iii) to retract or reduce slack in ropes ~~when released/uncleated~~ (including to pull the outhaul and Cunningham controls off).

...

(o) It is permitted to ~~"re-lead" the tails/secondary lines of~~ **replace** the Cunningham and outhaul ~~tails/secondary~~ lines only (including to swap to the inner or outer side deck cleat) and to use **additional** rope, rings (or **closed** thimbles in place of rings) and blocks **in place of existing blocks** for the sole purpose of routing to tidy/**retract slack from** the Cunningham and outhaul line tails provided that no further holes are drilled in the hull or rig. All additional blocks or rings shall be attached by separate rope or shock cord. The use of adhesive is not permitted. The redundant barrel tube fittings on the sides of the **boat** (but not the bow fairlead) and their screws, and through deck angled exit barrels may be removed but the **screw** holes must be filled and made watertight.

## Amendment Nine

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### C.6 BOAT

#### Amend to add:

##### C.6.1.3 MODIFICATIONS

(aa) add a safety line or strap through the mast head fairlead to take load in the event that the fairlead and/or fairlead bolts fail.

(ab) add a washer to the mast head fairlead bolts between the nut and inside of the mast as a safety to prevent the nut damaging the mast.

(ac) replace the spring support of the primary mainsheet ratchet block with an alternate compression member.

(ac) create a single simple overhand stopper knot in the primary main halyard to sit below the masthead cleat when hoisted.

(ad) remove the Originally Supplied calibration marks on the **daggerboard** and rudder blade.



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## Amendment Ten

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### C.10 SAILS

#### Old:

#### C.10.1 MODIFICATIONS, MAINTENACE AND REPAIR

- (b) The upper two full-length Originally Supplied battens may be shaved/sanded to reduce the thickness and their length may be changed. For the avoidance of doubt this does not apply to the remaining battens; whose length cannot be changed, and which (including ends) will not be altered or sanded.

#### Amend to read:

#### C.10.1 MODIFICATIONS, MAINTENACE AND REPAIR

- (b) The upper two full-length Originally Supplied battens may be ~~shaved/sanded~~ Sanded to reduce the thickness and their length may be changed. For the avoidance of doubt this does not apply to the remaining battens; whose length cannot be changed, and which (including ends) will not be altered or sanded.

## Amendment Eleven

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### C.10 SAILS

#### Old:

#### C.10.4 MAINSAIL

#### (a) IDENTIFICATION

...

- (iv) When supplied, all sails shall include the supplied coloured identification flash at the back of the window in the location shown in Annex 2 below to indicate its rig size; Aero 9's being pink, Aero 7's yellow, Aero 6's purple, and Aero 5s light blue. Stickers used shall only be those supplied by LM's/RS and shall not be trimmed.
- (v) RRS Appendix G1.1 (b) and G.1.3(c) are amended as follows.  
When used, the national letters of the crew shall be black, shall be the same size and spacing as the sail numbers, and displayed only in the relevant area shown in Annex 2 below - above and below the bottom batten pocket with the letters on the starboard side being higher and adjacent and above the batten pocket, and the letters on the port side being adjacent and below the pocket.

...

#### (b) NATIONAL FLAGS

- (i) Where stipulated in the NOR or SI, all crew when racing in any Class World Championship or Continental Championship shall display the national flag of the crew in the relevant area shown in the drawing in Annex 2 below. The national flag is optional at all other events.



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### Amend to read:

#### C.10.4 MAINSAIL

##### (a) IDENTIFICATION

...

(iv) When supplied, all sails shall include the supplied coloured identification flash at the back of the window in the location shown in Annex 2 below to indicate its rig size; Aero 9's being pink, Aero 7's yellow, Aero 6's purple, and Aero 5s light blue. ~~Stickers~~ ~~The flash stickers~~ used shall only be those supplied by LM's/RS and shall not be trimmed.

(v) RRS Appendix G1.1 (b) and G.1.3(c) are amended as follows.

When used, the national letters of the crew shall be black, ~~shall be and~~ the same size ~~and~~, spacing ~~and distance from the leach~~ as the sail numbers, and displayed only in the relevant area shown in Annex 2 below - above and below the bottom batten pocket with the letters on the starboard side being higher and adjacent and above the batten pocket, and the letters on the port side being adjacent and below the pocket.

...

##### (b) NATIONAL FLAGS

(i) Where stipulated in the NOR or SI, ~~all-crew or~~ when racing in any Class World Championship or Continental Championship, all Boats shall display the national flag of the crew ~~in a minimum of 60mm below the national letters and also from the leach (see the relevant area shown in the drawing in Annex 2 below)~~. The national flag is optional at all other events.

## Amendment Twelve

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### PART III – EVENT RULES

#### Old:

NOTE: For World, World Sailing, or continental championship the rules of this Part H shall not be invoked. For National championships one or more rules of this Part H may be invoked in the SIs. For Area and Seasonal (eg Spring, Winter) championships, local club racing and other minor events the following may be applied by the OA.

#### Amend to read:

NOTE: For World, World Sailing, or continental championship the rules of this Part H shall not be invoked; ~~except H.5 may be invoked~~. For National championships one or more rules of this Part H may be invoked in the SIs. For Area and Seasonal (eg Spring, Winter) championships, local club racing and other minor events the following may be applied by the OA.

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## Amendment Thirteen

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### H.2 TIME CORRECTION

Old:

#### H.2.1 TIME CORRECTION FACTORS

It is recommended that the following division factor (which may be amended from time to time as shown on the ICA website at [www.rsasailing.org](http://www.rsasailing.org).) be applied to the elapsed time to calculate the corrected times for scoring of multiple rig fleets:

Aero 9 – 0.960

Aero 7 – 1.000

Aero 6 – 1.035

Aero 5 – 1.070

The nominated rig (9, 7, 6, or 5) will be used for any time correction factor. Alternatively, some fleets may prefer to use the yardstick in place in their country from time to time.

Amend to read:

#### H.2.1 TIME CORRECTION FACTORS

It is recommended that the following division factor (which may be amended from time to time as shown on the ICA website at [www.rsasailing.org](http://www.rsasailing.org).) be applied to the elapsed time to calculate the corrected times for scoring of multiple rig fleets:

Aero 9 – 0.96

Aero 7 – 1.00

Aero 6 – 1.04

Aero 5 – 1.07

The nominated rig (9, 7, 6, or 5) will be used for any time correction factor. Alternatively, some fleets may prefer to use the yardstick in place in their country from time to time.

## Amendment Fourteen

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### ANNEX 1

Old:

ROPE SIZES

Amend to add:

ROPE & BOBBLE SIZES

Main Halyard Bobble				25mm
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