

7th May 2024

Vote To Change RS200 Rules

Dear RS200 Class Association Member,

You are invited to vote in an RS200 Class Association poll on the RS200 Class Committee's proposal to change the RS200 rules to remove ambiguity, remove obsolete clauses and clarify current rules.

The current RS200 rules can be [viewed here](#).

Background to the Proposed Changes

At the RS200 Class Association AGM in 2023, clarifying and tidying up some of the rules was discussed. Following the AGM, we sought the opinions of sailors in the class.

The proposed changes cover 3 areas:

- Rewording of batten rules to remove ambiguity.
- Removal of obsolete spinnaker pole rules.
- Trimming of boom downwind – clarification of rules.

Details of Proposed Changed

Sail Battens

The current rules governing batten supply is:

1.1.5 The following parts or equipment may be replaced providing that the replacement is of a similar type and performs the same function. The replacement parts or equipment may be obtained from any supplier: - Battens

The Class Committee propose that rule 1.1.5 is deleted, in order to retain a strict one-design element.

If this change is approved, the rule governing batten choice would be governed by rule 4.3 in the general RS class rules: *"All other equipment comprising "Spars", "Sails", "Foils", rudder stock, tiller, fittings, toe strap mountings, spinnaker chute mouldings, whether original or replacement, shall be those supplied by a licensed RS dealer except as specifically authorised by the individual class appendix to these Rules."* Therefore, the only legal battens would be those supplied by RS Sailing.

The current rule governing batten modification is:

1.3.11 Sail battens may be tapered or adjusted as required.

The Class Committee propose that rule 1.3.11 is changed to read:

1.3.11 Sail battens may be sanded only to fit in pockets correctly. The bend characteristics of the batten may not be altered.

If this change is approved, this would clarify what can be altered.

Obsolete Spinnaker Pole

Currently there are a set of rules governing the usage of the now obsolete square running system:

1.3.23 "One booming-out pole using simple clips, hooks or spikes for attachment is permitted for holding out the clew of the spinnaker or jib; this pole shall not be capable of extending the sheet more than 2 metres from the fore and aft centreline of the boat nor exceed 26mm in diameter."

1.3.24 "Clips or other means are permitted to secure the booming-out pole to the hull or boom where the square running system is in use."

1.3.25 "Cleats, clips or other means are permitted for belaying the spinnaker sheets where the square running system is in use."

1.3.28 "The Square Running System components may be removed from inside the bowsprit where these exist. The bowsprit deployment and retrieval line as supplied shall remain in place. These may be replaced in line with Appendix 2, Rule 1.1.6. An additional line may be fitted from the end of the bow sprit to the tack of the spinnaker to assist the retrieval of the bowsprit only when dropping the spinnaker."

2.4 "The clew of the spinnaker or jib may only be boomed-out to set on the opposite side to the mainsail. This rule can be changed by event Sailing Instructions."

The Class Committee propose that the above rules are removed.

Trimming of Boom Downwind

The rule currently governing this issue is:

1.3.26 One gybing strop may be added, defined as a length of rope, of maximum 10mm diameter, attached to the forward mainsheet block eye on the boom. A single block or ring may be attached to the lower end of the gybing strop. The length of the gybing strop, measured from the underside of the boom and including any block or ring, shall not exceed 1 metre. The gybing strop shall only be used during the gybing manoeuvre.

There has been some confusion about the class legality of the practice of wrapping the mainsheet through the gybing strop ring and holding onto both ends to trim the boom 1:1 downwind.

The Class Committee's interpretation is that doubling up the mainsheet through the gybing strop is illegal as in doing this transfers load through the gybing strop, breaking 1.3.26.

However, with current the rule, trimming in a 1:1 fashion by doubling up the mainsheet around the forward boom mainsheet block, could be permitted. This is clearly against the intended spirit of 1.3.26.

To remove this ambiguity, the Class Committee propose to add an additional rule under the Sailing Requirements section:

2.7 The mainsail must be trimmed using the mainsheet only, whereby the act of trimming involves the sheet moving through the forward and rear most boom blocks. If the mainsail is trimmed and the mainsheet remains static through these two blocks, it is deemed illegal unless completing a gybe, with the exception that the boom may be used to back the main to slow or reverse the boat.

Vote

All members of the RS200 Class Association have the right to cast a vote in this poll.

Join the RS200 Class Association [here](#)

A link to the voting form will be individually emailed to all RS200 Class Association members.