

**1. PERMITTED REPLACEMENTS, ADDITIONS, ALTERATIONS & REPAIRS**

1.1. 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: -

- 1.1.1. Blocks
- 1.1.2. Cam cleats
- 1.1.3. Rudder hangings and retaining device
- 1.1.4. Shroud adjusters
- 1.1.5. Control lines

1.2. The following parts or equipment may be replaced providing that the replacement performs a similar function. The replacement parts or equipment may be obtained from any supplier: -

- 1.2.1. Fastenings
- 1.2.2. Shackles, swivels and pins
- 1.2.3. Toe straps, lashings and tensioning elastics
- 1.2.4. Running rigging, ropes and lashings
- 1.2.5. Main Halyard and halyard securing device, maximum velocity ratio 1:1
- 1.2.6. Tiller extension
- 1.2.7. Batten tensioning devices
- 1.2.8. Bungs (including self-bailer if fitted)
- 1.2.9. Centre-board slot gasket
- 1.2.10. Wire rigging, kicking strap and rig tension purchases with the following restrictions on construction and sizes:-
  - 1.2.10.1. Shrouds – 1 x 19 construction stainless steel wire of 3mm dia
  - 1.2.10.2. Forestay – 1 x 19 construction stainless steel wire of 2mm dia
  - 1.2.10.3. Jib halyard – flexible stainless steel wire not less than 3mm dia
  - 1.2.10.4. Kicking strap and rig tension purchases – flexible stainless steel wire not less than 2.5mm dia or synthetic fibre rope not less than 2.5mm dia
- 1.2.11. Spinnaker ratchet blocks
- 1.2.12. Inspection hatches.

1.3. The following additions and alterations are permitted. Parts may be obtained from any supplier: -

- 1.3.1. Non slip material of any kind (maximum thickness 2.5mm) may be added to the hull or decks

- 1.3.2. The use of flexible adhesive tape, thin line or shock cord, as long as this does not modify the effective sheeting of any sail nor the intended purpose or action of any equipment
- 1.3.3. Packers may be fitted under cleats
- 1.3.4. Any number and design of mechanical wind indication devices may be fitted
- 1.3.5. Calibration marks of any kind are permitted
- 1.3.6. Any compass, timing device or a combination of both may be fitted provided that it/they can only provide information relating to A) the boat's heading and B) current or elapsed time
- 1.3.7. Any additional equipment required for safety purposes may be fitted
- 1.3.8. Clips, ties or bags to secure safety or other equipment are permitted
- 1.3.9. Additional drainage holes and inspection hatches may be fitted to the hull provided they do not compromise the watertight integrity of any hull compartments
- 1.3.10. Drainage holes may be drilled in the mast heel plug and sprit
- 1.3.11. Sail battens may be sanded only to fit in pockets correctly. The bend characteristics may not be altered.
- 1.3.12. A self bailer non return flap may be fitted
- 1.3.13. The head of the centreboard or rudder may be packed or sanded to maintain a good fit
- 1.3.14. Any number of items may be fitted to the hull or spars provided the sole function is to stow food and/or drinks
- 1.3.15. Maps, charts & means for recording compass headings may be carried or fixed to the hull
- 1.3.16. An additional purchase may be incorporated in the mainsheet system at the out board end of the boom (maximum velocity ratio 2:1) using the existing attachment points; for this purpose an additional block may be introduced. The sheet may be led externally to the boom if the sheet is continuously supported for at least 50% of the external run along the boom.
- 1.3.17. An additional purchase may be incorporated in the jib sheet system (maximum velocity ratio 2:1) using the existing attachment points; for this purpose additional blocks may be introduced
- 1.3.18. The total velocity ratio in each of the control line systems may not exceed:- Kicking strap – 16:1, Cunningham – 8:1, Rig tension – 4:1.

- 1.3.19. A maximum of four additional holes, no larger than 13mm in diameter (excluding inserts or bushes), are permitted in the thwart moulding for passing or terminating control lines.
- 1.3.20. The order of reeving and the termination or continuation of control lines is optional. The lines may be lead to handles, bushes, eyes or small stowage bags. Where continuous control lines are used, 2 double (1 each side) or 4 single blocks (2 each side) may be fitted in a similar / same arrangement to that supplied by manufacturer (2016 onwards). Simple elastic take-ups are permitted provided they are incorporated under the thwart moulding.
- 1.3.21. The use of a jamb cleat, type of swivel base and final turning block for the mainsheet is optional
- 1.3.22. The spinnaker halyard, downhaul, pole launch and check lines may be continuous or separate; their routing and operation is not restricted, additional blocks or fairleads may be fitted as required.
- 1.3.23. 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.
- 1.3.24. On masts supplied with a plastic grommet where the tweaker line exits, the grommet may be replaced with a sheave box. The hole cut in the mast to install the sheave box shall incorporate the original hole for the plastic grommet, and the exit point from the sheave box shall be within 10mm of the exit point of the plastic grommet. The presence of the tweaker line in the mast is optional. If the tweaker line is removed from the mast, the spinnaker halyard shall enter the mast through the lower (tweaker line) sheave box. If the tweaker line is present in the mast, it shall exit the mast at the lower (tweaker line) sheave box and the spinnaker halyard shall run from the head of the spinnaker through a block or ring attached to the end of the tweaker line, before entering the mast at the upper (spinnaker halyard) sheave box.
- 1.3.25. Video recording equipment may be fitted as long as it does not protrude beyond the outer limits of the hull, or if attached to a spar no further than 300mm when viewed from above. Video footage, when applicable, may be presented to provide

evidence in a protest situation, however the recommendations as laid out in Appendix M& of the RRS shall justify any doubt amongst the protest committee regarding the clarity of the video. Any recording equipment shall neither make nor receive radio or other communications during racing.

1.3.26. The hull and fittings shall comply with the building specification in force at the time of manufacture. Boats with sail numbers below 1600 shall not be modified, with respect to the deck shape, to match, emulate or copy those with sail number 1600 and higher. The reverse shall also apply.

1.3.27. The forward toestraps may be attached to the kicking strap hull fixings but no additional fixing points may be made in the hull

## 2. SAILING REQUIREMENTS

2.1. The RS200 shall be raced with two persons on board

2.2. The Sail Number shall be displayed on each side of the mainsail between the two lower battens, with the upper numbers on the starboard side and the sail numbers should also be positioned in accordance with the relevant WS rule (RRS, Appendix G),

2.3. There is no requirement to carry sail numbers and national letters on the spinnaker

2.4. The sprit shall be retracted so that its forward end is within 150mm of the forward most point of the hull at all times other than when the spinnaker is set or in the act of being set or recovered

2.5. The insertion of any item(s) in the centreboard case that displaces water is prohibited

2.6. 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.