

Class Rule Changes

International RS21 Class Association

Effective date: 2023-June-22

Status: Approved



Amendment 1

INTRODUCTION

Amend to add:

Sails shall only be manufactured by Sailmakers licensed to do so and must have royalty marks as required by these class rules.

Amendment 2

B3 EQUIPMENT INSPECTIONS

DELETED

Amendment 3

C1.1 RULES

Delete:

~~RRS G1.3(a) is changed so that national letters and sail numbers are not required to be wholly above an arc whose center is the head point and whose radius is 60% of the leech length.~~

Amendment 4

C.3 CREW

Old:

- C.3.1 LIMITATIONS ON THE CREW
- The crew shall consist of 3 or more persons. The number of crew shall not be changed during an event.
- No crew member shall be substituted during the world championship and any event of 6 or less consecutive days, without the approval of the Race Committee.
- If a crew member holds a valid Group 3 Categorization or is not categorized they must register him/herself in the "Not Group 1 Register" through the payment to the ICA of a fee decided by ICA.
- C3.2 LIMITATIONS ON THE DRIVER
- The driver shall be a current class member in good standing and meet the following criteria except in the event of an emergency involving the safety of the boat or crew where the boat may be steered by any crew member. Any such incident shall be reported to the event Technical Committee or Race Committee, which may protest the boat. The penalty may be less than disqualification.

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- *Permitted drivers: The driver shall hold a valid Group 1 Categorization in accordance with World Sailing Regulation 22 (see www.sailing.org/classification) except that a Group 3 owner who owns and pays for at least 100% of a RS21 may drive after approval of the ICA. The ICA can only approve after proposal of the NCA.*

Amend to

C.3.1 LIMITATIONS ON THE CREW

- (a) The **crew** shall consist of 3 or more persons. The number of **crew** shall not be changed during an event without the written approval of the Race Committee.
- (b) No **crew** member shall be substituted during the world championship and any event of 6 or less consecutive days, without the approval of the Race Committee.
- (c) If a **crew** member holds a valid Group 3 Categorization or is not categorized they must register themselves in the "Not Group 1 Register" through the payment to the ICA of a fee decided by ICA.

C.3.2 LIMITATIONS ON THE HELM PERSON

The helm person shall be a current member in good standing of their NCA or ICA where no NCA is in place and, meet the following criteria except in the event of an emergency involving the safety of the boat or **crew** where the boat may be steered by any **crew** member. Any such incident shall be reported to the event Technical Committee or Race Committee, which may protest the boat. The penalty may be less than disqualification.

- (a) Permitted helm person: The helm person shall hold a valid Group 1 Categorization in accordance with World Sailing Regulation 22 (see www.sailing.org/classification) except that a Group 3 owner who owns and pays for at least 100% of a RS21 may drive after approval of the ICA. The ICA can only approve after proposal of the NCA, when no such NCA is in place, applications may be made directly to the ICA.

Amendment 5

C3.3 CREW POSITIONING

Old:

- *(a) No crew may have their legs outboard of the shearline, and generally facing to the center of the boat*

Amend to read:

- (a) No **crew** may have their legs outboard of the **sheerline**.

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Amendment 6

C3.4 MEMBERSHIP

Old:

To be eligible to compete in events run under the auspices of a NCA or ICA the owner and drivers must be a current member of their NCA, or ICA where no NCA is in place.

(a) The class executive committee shall be the sole interpreter of who qualifies as an owner.

Amend to read:

To be eligible to compete in Class events, the owner/charterer, helm person must be a current member of their NCA, or ICA where no NCA is in place.

(a) The ICA shall be the sole interpreter of who qualifies as an owner or charterer.

Amendment 7

C.4 PERSONAL EQUIPMENT

Old:

- C4.2 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.4.2 OPTIONAL

- (a) Any **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.
- (c) Personal effects carried or worn, and items worn on board to keep warm and/or dry, and/or to protect the body. See ERS C.5.2.

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Amendment 8

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:

- (i) one or more devices may be used with mounting brackets which have the capability to measure, display, record and broadcast information relating to the boat's position, heading, header and lift information, vmg, time, and/or speed. The mounting bracket for the compass and displays shall be fixed to the mast by the means, or screws, cable ties, selfadhesive strips or any mechanical tightening device
- (ii) Non-electronic maps, charts, port/starboard stickers, a racing signal code flags chart, and a marking pencil or pen for recording courses and compass headings
- (iii) Bags, drink bottle/s, safety equipment, paddle, loose clothing, food and/or drinks.
- (iv) Any additional equipment required by the Sailing Instructions for the event.
- (v) GPS tracking and recording may be used.
- (vi) Camera to record video and pictures provided that the data and output is not viewed or used by the crew until he/she is onshore after a race has finished and not during a race; it may be used for producing broadcasts to the general public during a race but it must not be viewed or used by the crew during a race.
- (vii) Up to 2 mechanical wind indication devices may be fitted to the mast.
- (viii) One anchor and chain combined not less than 5kg in weight with at least 40m of rode with minimum diameter of 8mm.
- (ix) One bucket of not less than 9-liter capacity
- (x) Navigation lights.
- (xi) Tactical and navigational charts.
- (xii) Power source for optional electronics.
- (xiii) Mooring lines, fenders, spare lines, spare equipment, tool kit, and other personal items that provide no sailing performance advantage.
- (xiv) clips or keepers to retain running rigging in place when it is not being used.
- (xv) The mounts for items (i) to (vii) may be attached to the boat using tape, rope, shock cord, Velcro, cable ties, providing that attachments do not puncture the surface of the boat, spars, sail, or hull appendages, and can be removed without damage to any of them.
- (xvi) Spare tiller extension.
- (xvii) Rig tension gauge
- (xviii) Shroud adjusting spanner.

C 5.2. MANDATORY

- (i) One manual bilge pump, In working Order.
- (ii) One marine first aid kit, NOT expired.
- (iii) One operational VHF radio, In working order
- (iv) One functioning electric outboard engine supplied by the LM and battery with a minimum weight of 8kg). To be used only in the mid-engine box as per the rigging manual.

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Amend to read:

C 5.1 MANDATORY

- (i) One marine first aid kit, NOT expired, stored in waterproof container.
- (ii) One operational VHF radio, In working order
- (iii) One functioning electric outboard engine supplied by the LM and battery with a minimum weight of 8kg). To be used only in the mid-engine box as per the rigging manual.

C.5.2 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:

- (i) one or more devices may be used with mounting brackets which have the capability to measure, display, record and broadcast information relating to the boat's position, heading, header and lift information, vmg, time, and/or speed. The mounting bracket for the compass and displays may be fixed to the mast by the means of screws, cable ties, self-adhesive strips or any mechanical tightening device. A cleat or securing device may be fitted to this bracket to hold the Gennaker halyard in place while the Gennaker is not in use.
- (ii) Tactical or navigational electronic or printed maps, charts, port/starboard stickers, a racing signal code flags chart, and compass headings
- (iii) Bags, drink bottle/s, safety equipment, paddle, loose clothing, food and/or drinks.
- (iv) Any additional equipment required by the Sailing Instructions for the event.
- (v) GPS tracking and recording may be used.
- (vi) Camera to record video and pictures provided that the data and output is not viewed or used by the crew until he/she is onshore after a race has finished and not during a race; it may be used for producing broadcasts to the general public during a race but it must not be viewed or used by the crew during a race. Any device used to mount such a camera shall not extend beyond the sheerline
- (vii) Up to 2 mechanical wind indication devices may be fitted to the mast.
- (viii) One anchor, chain and rode.
- (ix) Bucket(s) or hand bailer(s) and/or sponge(s)/cloth(s) for removing water from the hull.
- (x) Navigation lights.
- (xi) Power source for optional electronics.
- (xii) Mooring lines, fenders, spare lines, spare equipment, tool kit, and other personal items that provide no sailing performance advantage.
- (xiii) clips or keepers to retain running rigging in place when it is not being used.
- (xiv) The mounts for items (i) to (vii) and (x) may be attached to the boat using tape, rope, shock cord, Velcro, cable ties, providing that attachments do not puncture the surface of the hull, spars, sail, or hull appendages, and can be removed without damage to any of them.
- (xv) Spare tiller extension.
- (xvi) Mechanical or electronic rig tension gauge

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- (xvii) Shroud adjusting spanner or tool and device for preventing the shrouds from rotating when being adjusted.
- (xviii) Spare battens for sails
- (xix) Paddle for propelling the boat
- (xx) Consumables.
- (xxi) Mobile telephone.

Amendment 9

C6.1 MODIFICATIONS

OLD:

- (iv) The use of: -
- (v) flexible adhesive tape to secure knots in rope and shock cord, or stop the end of the rope fraying, or to secure the toe strap, or to protect the surface of the hull from wear by blocks, and
- (vi) (ii) "Velcro" type fastening, hooks, hooked blocks, and snap shackles to facilitate connection of the outhaul primary line to the block, Vang block to the mast, and outhaul and Cunningham shockcord; - provided that this does not modify the intended purpose, purchase or action of any equipment and provided that such material shall not be used to create a fitting or extend a function of a permitted fitting or alter the shape of the boat.
- (vii) Calibration marks of any kind.
- (viii) Packing wedges, no thicker than 5mm may be fitted under cleats.
- (ix) A single tiller extension of any material and length may be used.
- (x) Shockcord of maximum diameter 6mm to retract or reduce slack in ropes when released/un-cleated (including to pull the outhaul and Cunningham controls off).
- (xi) Any of the mainsheet blocks may be replaced by up to two ratchet blocks of similar size to the block as Originally Supplied.
- (xii) Silicon sealant, elastic polyurethane, or adhesive may be used to retain and seal screws and/or bolts in place and placed on the ends to cover exposed sharp edges.
- (xiii) Padding of maximum thickness of 6mm may be stuck (using adhesive to the cockpit floor, but if it is, it must cover the entirety of the non-slip in that area and follow the outline of that non-slip. It is permitted to sand the non-slip surface to obtain a good adhesion surface for the padding, however, if the padding is removed, the non-slip must be reinstated to its Originally supplied state. NOTE: it may not be used elsewhere and must be stuck in place over its entire surface.
- (xiv) Antifoul may be added to the hull, and any appendages as per the rigging manual. It is permitted to sand the hull surface to obtain a good adhesion surface for the Antifoul,

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provided that the paint shall not improve the character of the flow of water the boundary layer.

(xv) The cockpit back straps (safety lines) shall not deflect more than so they touch the deck when a force of 20 kg is applied at the point of maximum deflection.

(xvi) Lashings used to attach safety lines shall be made of at least 3mm

Amend to read:

(iv) The use of: -

- a. flexible adhesive tape to secure knots in rope and shock cord, or stop the end of the rope fraying, or to protect the surface of the hull from wear by blocks,
- b. "Velcro" type fastening, hooks, hooked blocks, and snap shackles to facilitate connection of the outhaul primary line to the block, Vang block to the mast, and outhaul and Cunningham shockcord; - provided that this does not modify the intended purpose, purchase or action of any equipment and provided that such material shall not be used to create a fitting or extend a function of a permitted fitting or alter the shape of the boat.

(v) Calibration marks of any kind.

(vi) Packing wedges, no thicker than 5mm may be fitted under cleats.

(vii) A single tiller extension of any material and length may be used.

(viii) Shockcord of maximum diameter 6mm to retract or reduce slack in ropes when released/un-cleated (including to pull the outhaul and Cunningham controls off).

(ix) Shockcord of maximum diameter 6mm to hold in position the 2 cockpit gennaker blocks.

(x) Any of the mainsheet blocks may be replaced by up to two manually or automatically switched ratchet blocks of similar size to the block as Originally Supplied.

(xi) Silicon sealant, elastic polyurethane, or adhesive may be used to retain and seal screws and/or bolts in place and placed on the ends to cover exposed sharp edges.

(xii) Padding of maximum thickness of 6mm may be stuck (using adhesive to the cockpit floor, but if it is, it must cover the entirety of the non-slip in that area and follow the outline of that non-slip. It is permitted to sand the non-slip surface to obtain a good adhesion surface for the padding, however, if the padding is removed, the non-slip must be reinstated to its Originally supplied state. NOTE: it may not be used elsewhere and must be stuck in place over its entire surface.

(xiii) Antifoul may be added to the hull, and any appendages as per the rigging manual. It is permitted to sand the hull surface to obtain a good adhesion surface for the Antifoul, provided that the paint shall not improve the character of the flow of water the boundary layer.

(xiv) The cockpit back straps shall not deflect more than so they touch the deck when a force of 20 kg is applied at the point of maximum deflection.

(xv) Lashings used to attach cockpit back straps shall be made of at least 3mm diameter polyester or Dyneema (or equivalent). Lashings shall be taped to secure knots.

(xvi) The stanchion fast pin may be replaced for a 5mm bolt and nyloc.

(xvii) A hatch cover may be added to the front hatch to avoid any leaking but must be held in by using elastic and must be easily removeable.

(xviii) Running the Bowsprit extension line; gennaker tack line; and jib Cunningham line to

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different cleats is permitted as long as no additional fittings are used except for tape or parrel beads to secure the ends of the lines.

- (xix) On cleats fairleads of optional material are permitted
- (xx) Transducers for speed, depth or temperature, through the hull, below the waterline

Amendment 12

C6.2 MAINTENANCE

Delete:

~~C.6.2.4 The breather holes shall all remain open, operational, and unrestricted.~~

Amendment 13

C6.3 REPAIR

Amend to add:

C.6.3.2 Where access inside the hull is required to carry out **repairs**, an inspection hatch of no more than 150mm diameter may be fitted. Hatches may only be fitted inside the cockpit and in bulkheads which do not have an opening to allow access. Hatches shall remain in place while sailing.

Amendment 14

C9 RIG

Amend to add:

C.9.3 A fabric sleeve may be fitted to the **mast** to prevent damage and fouling from jib sheet blocks provided it does not extend higher than the lower edge of the **boom**.

C.9.4 The reefing line may be removed

Amendment 15

C.10 BOWSPRIT

Amend to add:

C.10.4 A system of shockcord and blocks, rope, thimbles or rings may be fitted to retract the **bowsprit** when the pole **outhaul** line is released.

Amendment 16

C11.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Old:

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- (a) The total purchase ratio in each of the control line systems shall not exceed: Vang – 16:1, Cunningham – 4:1 outhaul – 4:1, Mainsheet- 4:1
- (b) The mainsheet, jib sheets and spinnaker sheets and halyards and spinnaker tack line shall be minimum 6mm thick diameter 50% of the length and the other 50% may be tapered.
- (c) The Main Halyard and Jib halyard may have 3:1 Purchase system with cleats which is instead of the cleats on the mast, which is attached to the mast step. As per the rigging guide.
- (d) The main and jib halyard may have spliced loops in the rope to connect to a purchase system.
- (e) A device that allows you to tighten/adjust the first stage of the backstay is allowed, but only using rope and metal rings.
- (f) A ring such as a carabiner attached to the underside of the boom for the gennaker halyard to run through to allow the spinnaker not to re-cleat is permitted.

Amend to read:

- (a) The total purchase ratio in each of the control line systems shall not exceed: Vang – 16:1; Mainsail Cunningham – 6:1; outhaul – 4:1; Mainsheet- 4:1; Jib Cunningham – 4:1; Jibsheet – 2:1; backstay – 2:1
- (b) The mainsheet, jib sheets and **spinnaker** sheets, **halyards** and tack line shall be minimum 6mm thick diameter 50% of the length and the other 50% may be tapered to less than 6mm.
- (c) The **Main Halyard** and Jib **halyard** may have 3:1 Purchase system with cleats instead of the cleats on the **mast**, which is attached to the **mast** step.
 - i. The main and jib **halyard** may have spliced loops in the rope to **connect** to a purchase system.
 - ii. If the system allowed in C.11.1(c) is used then the **halyard(s)** may be replaced with line of minimum diameter of 4mm and the tails shall be permanently attached to the **halyard(s)**
- (d) A device that allows you to tighten/adjust the first stage of the **backstay** is allowed, but only using rope and metal rings.
- (e) A ring such as a carabiner attached to the underside of the **boom** for the gennaker **halyard** to run through to allow the **spinnaker** not to re-cleat is permitted.

Amendment 17

C.12.1 USE

Amend to read:

- (a) The cap **shrouds** must be attached to the aft most deck fittings and the lower **shrouds** must be attached to the forward most deck fitting

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- (b) **Shrouds** may be adjusted while racing

Amendment 18

C12.2 MODIFICATIONS

Old:

- (a) A pin known as a "scar pin" can be added to the turnbuckles to stop them over rotating and loosening.
- (b) A plate and bar known as "third hands" can be fixed to the lowers and shroud bottle screw to aid in adding tension
- (c) A cover can be added to the front forestay and the shrouds as long as it only covers the swage.
- (d) The backstay can be min of 4mm and max of 5mm rope.

Amend to read:

- (a) A pin known as a "scar pin" can be added to the turnbuckles to stop them over rotating and loosening.
- (b) A plate and bar known as "third hands" can be fixed to the **shrouds** to aid in adjusting tension.
- (c) A cover can be added to the front **forestay** and the **shrouds** as long as fit no higher than the top of the associated swage.
- (d) The **backstay** can be min of 4mm and max of 5mm rope.
- (e) Shock cord may be attached to the **shrouds** for the purpose of preventing the gennaker from fouling in the **rigging**
- (f) Tape may be used to secure the gennaker **halyard** to the **shrouds** when the gennaker is not in use

Amendment 19

C.13 SAILS

Old:

C.13.2 LIMITATIONS

- (i) Not more than 1 mainsail, 1 headsail and 1 gennaker shall be used during an event of 6 or less consecutive days except when a sail has been lost or damaged beyond repair.
- (ii) Not more than 1 mainsail, 1 headsail and 2 gennakers shall be carried aboard, the 2nd gennaker may only be used if the first one has been significantly damaged during the previous race.
- (iii) Not more than 1 mainsail, 1 headsail and 2 gennakers shall be presented for event measurement.

C.13.3 IDENTIFICATION

- (a) The mainsail shall carry as sail identification the national letters and sail number. The sail number to be carried on the sails shall correspond to boat number issued by RS Sailing. The

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national letters and sail number size and position shall comply with the RRS Appendix G.1.2 and 1.3 except where otherwise prescribed in these class rules.

(b) Each sail shall display an RS Sailing Label from the official "RS 21 Identification Pack". The RS 21 Identification Pack is available from RS Sailing.

(c) Each sail shall display sail royalty badge that will arrive with the label pack and must always be displayed.

Amend to read:

C.13.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 1 **headsail** and 1 gennaker shall be used during an event of 6 or less consecutive days except when a sail has been lost or damaged beyond **repair**.
- (b) The 2nd spare gennaker shall be carried onboard and may only be used if the first one has been significantly damaged during the previous race.
- (c) Not more than 1 mainsail, 1 headsail and 2 gennakers shall be presented for equipment inspection

C.13.3 IDENTIFICATION

- (a) The **mainsail** shall carry as **sail** identification the national letters and sail number. The sail number to be carried on the sails shall correspond to boat number issued by RS Sailing. The national letters and sail number size and position shall comply with the RRS Appendix G.1.2 and 1.3 except where otherwise prescribed in these class rules.
- (b) Each **sail** shall display **sail** royalty badge that will arrive with the label pack and must always be displayed.

Amendment 20

C13.4 MAINSAIL

Old:

C.13.4 MAINSAIL

C.13.4.1 IDENTIFICATION

(a) The sail identification shall be supplied by The LM and securely attached. It shall be placed as shown in the Figure "Sail Identification Location" in Annex1 and in accordance with RRS Appendix G, in addition to the class rules C.13.4 (c) & (d) below.

(b) The National letters and Sail numbers shall be in White.

(c) The National letters and Sail numbers shall be placed between Batten pockets 2 & 3. and according to the position that is shown in the Rigging Manual and Annex 1 below.

(d) The Mainsail shall display the RS Logo, Sailmakers Logo, and Cloth Manufacturers Logo in a horizontal line, within 250mm of an imaginary line between the Tack point and Clew point. As per Annex 1

Amend to read:

C.13.4 MAINSAIL

C.13.4.1 IDENTIFICATION

- (a) The sail identification shall be supplied by The LM and securely attached. It shall be placed as shown in the Figure "Sail Identification Location" in Annex1 and in accordance with RRS

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Appendix G, in addition to the class rules C.13.4 (c) & (d) below.

- (b) The National letters and Sail numbers shall be in White.
- (c) The National letters and Sail numbers shall be placed between Batten pockets 3 & 4. and according to the position that is shown in Annex 1 below.
- (d) The Mainsail shall display as per Annex 1:
 - i. The Royalty label, and Sailmakers Logo on a line parallel to an imaginary line between the Tack Point and Clew Point, and within 350mm of the Tack Point
 - ii. The Cloth Manufacturers Logo shall be placed in the centre of the foot of the sail, along the same imaginary line used in C13.4.1(d)i

Amendment 21

C13.5 JIB

Old:

C.13.5.1 IDENTIFICATION

The Jib shall display the, RS Logo, Sailmakers Logo, and Cloth Manufacturers Logo in a horizontal line, within 150mm of an imaginary line between the Tack point and Clew point. As per Annex 1

Amend to read:

C.13.5.1 IDENTIFICATION

The Jib shall display as per Annex 1 the

- (a) The Royalty label, and Sailmakers Logo on a line parallel to an imaginary line between the **Tack Point** and **Clew Point**, and within 350mm of the **Tack Point**
- (b) The Cloth Manufacturers Logo shall be placed in the centre of the **foot** of the **sail**, along the same imaginary line used in C13.5.1(a)

Amendment 22

C13.6 GENNAKER

Old:

IDENTIFICATION

The Gennaker shall display the RS Logo, Sailmakers Logo, Logo in a horizontal line, within 350mm of an imaginary line between the Tack point and Clew point. As per Annex 1

Amend to read:

C13.6.1 IDENTIFICATION

The Gennaker shall display the Royalty Label & Sailmakers Logo, in a horizontal line, within 350mm of the Tack point. As per Annex 1

Amendment 23

D.2 IDENTIFICATION

Old:

Each hull shall carry at least one moulded CIN (Craft Identification Number). Sail numbers on bow as per annex 3

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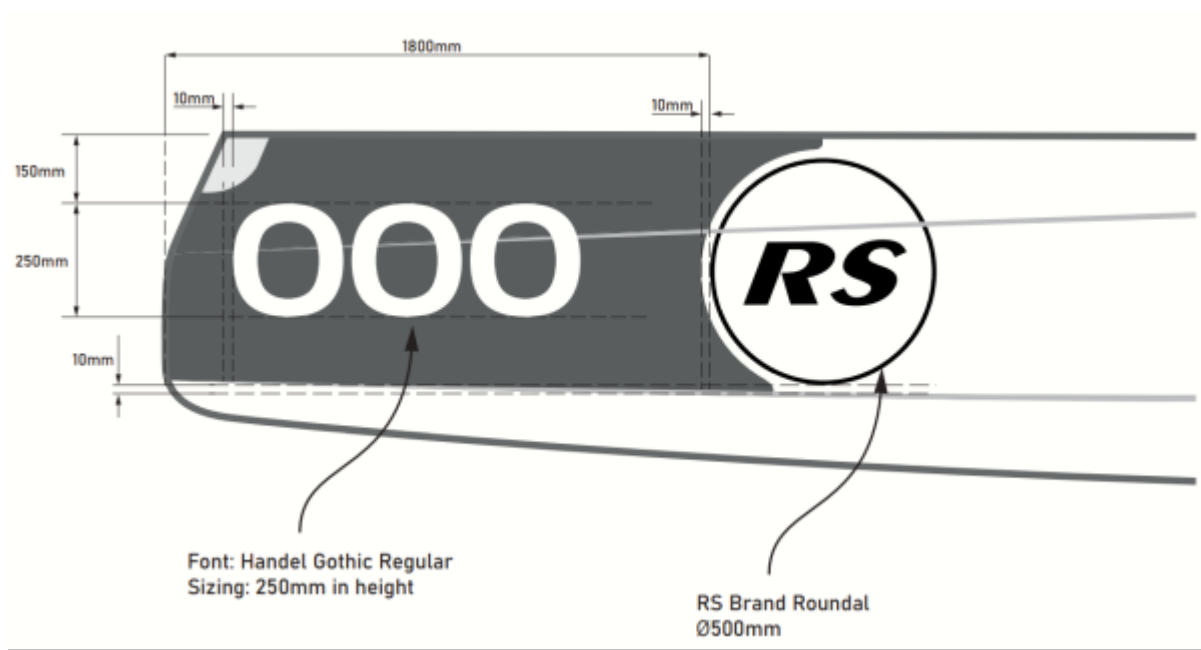
Status: Approved



Amend to read:

D.2 IDENTIFICATION

- 2.1 Each **hull** shall carry at least one moulded CIN (Craft Identification Number).
- 2.2 **Sail** numbers shall be displayed on the bow



Amendment 24

G2.2 CERTIFICATION

Amend to read:

- (a) The **official measurer** or ~~In-House Official Measurer~~ shall **certify mainsails** and **headsails** in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (b) Sails shall carry the sail label issued by the RS 21 Class Association to show that the class fee has been paid
- (c) ~~World Sailing or an MNA may appoint one or more In-House Official Measurers to measure and certify sails produced by that manufacturer.~~

Amendment 25

G3.3 CONSTRUCTION

Delete:

~~If a Spreader Window is fitted, one side should be parallel to luff.~~

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Amendment 26

G4 HEADSAIL

Old:

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail; single ply sail**.
- (b) The **body of the sail** shall be constructed of C1002 – 1500 throughout.
- (c) The **headsail** shall have 3 **batten pockets** in the **leech**. The top **batten pocket** shall be full length, extending from luff to leech.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, straps (except as an **attachment** at the **clew**), batten pocket elastic, **batten pocket patches**, **batten pocket** end caps, adjustable leech and foot lines, **windows**, tell tales, sail shape indicator stripes, and items as permitted or prescribed by other applicable *rules*.
- (e) The **headsail** shall be fitted with non-adjusting hanks of uniform length.
- (f) The **headsail** clew may be fitted with up to two **headsail** sheet blocks having a sheave diameter not larger than 40mm.
- (g) The fitting at the **headsail clew** adjustment point shall be a single pressed ring, fitted in the body of the **sail**.
- (h) **Stiffening**, including battens and corner boards, are not permitted in the **clew** area of the **headsail**.

Amend to read:

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail; single ply sail**.
- (b) The **body of the sail** shall be constructed of C1002 – 1500 throughout.
- (c) The **headsail** shall have 3 **batten pockets** in the **leech**. The top **batten pocket** shall be full length, extending from luff to leech.
- (d) The following are permitted: Stitching; glues; tapes; corner eyes; straps (except as an **attachment** at the **clew**); batten pocket elastic; **batten pocket patches**; **batten pocket** end caps; adjustable leech and foot lines; **windows**; tell tales; sail shape indicator stripes; shackle, soft shackle or lashing to secure the head to the forestay; and items as permitted or prescribed by other applicable *rules*.
- (e) The **headsail** shall be fitted with non-adjusting hanks of uniform length.
- (f) The **headsail** clew may be fitted with up to two **headsail** sheet blocks having a sheave diameter not larger than 40mm.
- (g) The fitting at the **headsail clew** adjustment point shall be a single pressed ring, or webbed on ring, fitted in the body of the **sail**.
- (h) **Stiffening**, including battens and corner boards, are not permitted in the **clew** area of the **headsail**.

Amendment 27

G2 GENERAL

Old:

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G.5 GENNAKER

G.5.1 MATERIALS

The **ply** of the **body of the sail** shall be manufactured from Contender Dynakote 75 nylon.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout, this limitation not applying to the colour.
- (c) The following may be fitted: Adjustable leech and luff and foot lines.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, straps, tell tales and items as permitted or prescribed by other applicable *rules*.
- (e) The Gennaker sailcloth colour must be white, apart from the front two full length panels down the luff which can be any colour.

G.5.3 DIMENSIONS

Gennaker	Minimum	Maximum
Luff Length	10040mm	10210mm
Leech length	7980mm	8100mm
Foot length	5300mm	5400mm
Foot Median	9400	9550
Three-quarter width		2910mm
Half width	5000mm	5220mm
Primary Reinforcement	Not restricted	
Secondary Reinforcement	Not restricted	

Amend to read:

G.5 GENNAKER

G.5.1 MATERIALS

The **ply** of the **body of the sail** shall be manufactured from Contender Dynakote 75, or Nylite 90 nylon.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout, this limitation not applying to the colour.
- (c) The following may be fitted: Adjustable leech and luff and foot lines.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes or rings, straps, tell tales

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and items as permitted or prescribed by other applicable *rules*.

- (e) The Gennaker sailcloth colour must be white, apart from the front two full length panels down the luff which can be any colour.

G.5.3 DIMENSIONS

Gennaker	Minimum	Maximum
Luff Length		10210mm
Leech length		8100mm
Foot length		5400mm
Three-quarter width		2910mm
Half width	5000mm	5220mm
Primary Reinforcement	Not restricted	
Secondary Reinforcement	Not restricted	

Amendment 28

G4.2 MATERIALS

Old:

- (a) Sail reinforcement shall consist of C1002 – 1500 or woven polyester (for example Dacron).

Amend to read:

- (a) **Sail reinforcement** shall consist of C1002 – 1500 or woven polyester (for example Dacron) and must be black.

Amendment 29

C8.2

Old:

- (d) The leading edge of each foil below the stock (but not the front of the head of the foil) may be sanded, filled and/or painted provided that such work shall not extend more than 20mm aft of the leading edge.

And

- (g) The trailing edge of each foil (but not the head) may be sanded, filled and/or painted provided that such work shall not extend more than 3mm from the rear edge.

Amend to read:

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-(d) The leading edge of each foil below the stock (but not the front of the head of the foil) may be **sanded**, filled and/or painted provided that such work shall not extend more than 10mm aft of the leading edge.

and

.(g) The shape/profile of the trailing edge of each foil (but not the head) is free provided that such shape shall not extend more than 10mm from the rear edge

Amendment 30

C8.2

New: .(l) A kelp cutter may be added to the front of the leading edge, supplied by the LM

and

(m) If the kelp cutter system is removed the leading edge ~~can~~ shall be filled with a GRP bar and glued in using VE resin and can be faired only, as long as it does not change the original profile of the leading edge.

Amendment 31

C9.3

New: Lines of a reef system are optional

Amendment 32

C9.3

New: symmetric spinnaker equipment, as spinnaker pole and fisheyes, is optional

Amendment 33

Repositioned in the rules:

1. H.1 MAINSAIL DIMENSIONS AND IDENTIFICATION LOCATION to C.13.4.1
2. H.2 JIB DIMENSIONS AND IDENTIFICATION LOCATION to C.13.5.1
3. H.3 GENNAKER DIMENSIONS AND IDENTIFICATION LOCATION to C.13.6