

RS VENTURE CONNECT

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INTERNATIONAL CLASS
ASSOCIATION

RS **venture**
connect

CLASS RULES V1.1

July 2024

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INTRODUCTION

This introduction only provides an informal background and statement of the class objective and the International RS Venture Connect Class Rules proper begin on the next page.

Background:

The RS Venture Connect is a one-design racing boat, suitable for adult and youth sailors for training, racing and general fun. For the sake of clarity, these rules govern the RS Venture Connect sailboat platform which features the Seated Control System (SCS).

Spirit of the Class:

The design principle of the class is that the racing results should depend solely on the attributes and skills of the crew rather than differences between boats and the way that they are rigged. The objective of these class rules is to implement this concept in practice. If you want to make a change ask yourself "why"; if the answer is "to make the boat faster", then check these Rules because it is likely to be illegal.

General:

RS Venture Connect hull, hull appendages, rig and sails shall only be manufactured by licensed manufacturers. Equipment is required to comply with the RS Venture Connect Building Specification and is subject to an approved manufacturing control system.

Rules regulating the use of RS Venture Connect sailboats during a race are contained in section C of these Class Rules, and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE CLOSED CLASS RULES MEANING THAT ANY CHANGE NOT SPECIFICALLY PERMITTED BY THESE CLASS RULES IS TO BE TAKEN AS BEING PROHIBITED.

COMPLIANCE WITH THESE CLASS RULES IS DEMONSTRATED THROUGH MANUFACTURING CONTROL:

CONTROL OF COMPONENT AND EQUIPMENT SPECIFICATION IS UNDERTAKEN BY THE LIC

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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 words “shall” and “will” are mandatory and the word “may” is permissive.

A.2 DEFINITIONS

As used in this document, the following terms shall have the following meanings:

- A.2.1 MNA _____ World Sailing Member National Authority
- ICA _____ International RS Venture Connect Class Association
- NCA _____ National RS Venture Connect Class Association
- ERS _____ Equipment Rules of Sailing
- RRS _____ Racing Rules of Sailing
- _____ LIC _____ Licensors, namely Copyright Holder and _____ RS Sailing
- _____ LM _____ RS, and Licensed Manufacturer under an Agreement with LIC
- NOR _____ Notice of Race
- SI _____ Sailing Instructions
- Copyright Holder _____ - Phil Morrison
- RS Sailing _____ H Taylor & Son (Brockley) Limited trading as RS Sailing
- Class Rules _____ - these rules for the RS Venture Connect
- Boat _____ - RS Venture Connect **boat** including hull, rig, foils, sail and fittings
- Originally Supplied - the Boat, equipment and parts as supplied by RS or a distributor authorised by RS to supply the Boat
- Rigging Manual - the Rigging Manual provided by LIC and submitted to World Sailing and displayed on the ICA website documents section at www.RSsailing.com
- Building Specification - specification for building the RS Venture Connect as provided by LIC and submitted to World Sailing

Commented [FG3]: To be added:

A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies, when a term is “underlined” the definition in Class Rule A.1.4 applies.

Commented [FG4]: In the cover page. Can be deleted from here

Commented [FG5]: Class rules definition in the ERS - can be deleted from here. All “class rules” in bold in the document.

Commented [FG6]: ERS definition

Commented [FG7]: To be reviewed

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

Commented [FG8]: All these terms are defined in the ERS - to be removed from the CRS

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 reduce the surface roughness.

Sanding - Removal, solely for the purpose of 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, but may remove localised manufacturing defects in the surface.

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.

A.3 AUTHORITIES

- A.3.1 The international **Class Rules authority** of the class is World Sailing which shall co-operate with the LIC in all matters concerning these **Class Rules** and regulation of the RS Venture Connect.
- A.3.2 None of World Sailing, the ICA, an NCA, an MNA or LIC have any liability for losses (direct or consequential) or otherwise in respect of these **Class Rules** or the RS Venture Connect or events.

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A.4 ADMINISTRATION OF THE CLASS

- A.4.1 World Sailing has delegated administration of the Class to the ICA which shall co-operate in all respects with the LIC and not act contrary to LIC's interests. The ICA may delegate part of its administrative functions to the NCAs subject to the NCAs abiding by these **Class Rules**.
- A.4.2 In countries where there is no NCA, or the NCA does not wish to have an administrative function, its administrative functions shall be carried out by the ICA in co-operation with the NCA or the MNA.

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A.5 WORLD SAILING RULES

- A.5.1 These **Class Rules** shall be read in conjunction with the ERS and RRS.
- A.5.2 Except where defined in sections A.2.1 and A.2.2 above to the extent that they are consistent with these Class Rules the definitions in the ERS and RRS apply. Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies, when a term is printed in "*italics*" the definition in the RRS applies and when a term begins with a capital letter the definition in these Class Rules applies.

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Commented [FG9]: Please provide list of terms that are not following ERS definitions. List to be agreed with WS

Commented [FG10]: Please provide list of these definitions

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class events RRS 87 and World Sailing Regulation 10.11 apply.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these Class Rules are subject to the approval of World Sailing and LIC in consultation with the ICA.

Commented [FG11]: Amendments to these class rules are subject to the approval of World Sailing in accordance with World Sailing Regulations.

A.8 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

- A.8.1 RS Sailing, where applicable, shall pay the International Class Fee and shall send the Building Plaque to the LM.

Commented [FG12]: Please provide details

A.9 CLASS RULES INTERPRETATION

- A.9.1 Interpretations of these Class Rules may be made from time to time and shall be made in accordance with World Sailing Regulation 10 except

that the interpretation shall be made by (i) World Sailing in consultation with LIC, or (ii) by LIC in consultation with ICA, which interpretation shall then forthwith be notified to World Sailing, who shall agree, amend or reject that interpretation; any rejection will include reasons and a suggested change.

- A.9.2 The LIC in consultation with World Sailing may from time to time issue guidance and interpretations of the Building Specification which shall be published on the ICAs website and shall be binding.

Commented [FG13]: Interpretation of these class rules shall be made in accordance with WS Regulations. Everything else should be discussed and agreed

A.10 SAIL NUMBERS

- A.10.1 Save as provided in A.10.3 sail numbers shall be issued by the LIC.
A.10.2 Save as provided in A.10.3 sail numbers shall correspond to the hull number

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Commented [FG15]: ?

A.11 MANUFACTURE

- A.11.1 All **hulls**, mast sections, boom, **sails**, **hull appendages**, tillers and rudder stocks shall only be manufactured by a LM (and only to the extent permitted by the licence) and only supplied by RS, or an RS licensed distributor for the class and shall carry a LIC equipment label certifying it as Originally Supplied.
A.11.2 All production moulds used for manufacture of the Boat shall be prior approved by the LIC and taken from the Master Plug governed by the Building Specification.

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Commented [FG17R16]: To be moved to each equipment item section below (D, H, E, F, G)

Section B – Boat Eligibility

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For a Boat to be eligible for use in competition, it shall comply with the rules in this section.

B.1 CLASS ASSOCIATION MARKINGS

- B.1 A valid Class Association Sticker (if required by the ICA and/or NCA), shall be affixed to the hull on the transom.

B.2 CLASS RULES & BUILDING SPECIFICATION COMPLIANCE

- B.2.1 The Boat and all equipment shall comply in all respects with the Class Rules, the Building Specification (save as permitted to be varied by these Class Rules) in force at the time of manufacture, and to the extent that they are not inconsistent, the ERS and RRS.
B.2.2 All **hulls**, mast sections, boom, **sails**, **keels**, rudder blades, tillers and rudder stocks shall:
(i) only be manufactured by an LM who shall only produce them from moulds taken from the Master Plugs in accordance with the Building Specification; the moulds and products from the moulds shall not be altered other than as prior approved in writing by LIC;
(ii) only supplied by RS, or an RS authorised distributor for the Boat; and
(iii) shall carry a LIC equipment label certifying it as Originally Supplied.

Commented [OG19]: Need to be supplied with build spec - hard to check compliance without build spec

Commented [OG20]: Will there need to be supporting documentation to show the approval to the OM/IM

B.3 EQUIPMENT INSPECTIONS

- B.3.1 All equipment inspections shall be carried out in accordance with the ERS except where variations are described 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:
- 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.
 - 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 action.
 - 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.
 - 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.

Commented [FG21]: This section should be taken out from the class rules.

Commented [FG22]: Please provide variations - to be discussed and agreed.

Commented [OG23]: Need build spec to check no adaptations

PART II – REQUIREMENTS & LIMITATIONS

The **crew** and the **Boat** shall comply with these Class Rules and the Building Specification including without limitation the following Part II when racing. In case of conflict the following section C shall prevail.

Commented [FG24]: Use ERS definition - bold term in all the document

These **Class Rules** are **closed class rules** where anything not specifically permitted by the Class Rules is prohibited: compliance with these Class Rules is demonstrated through original design control.

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Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) RRS G1.3(a) is changed so that only one Class insignia on one side of the sail is required.
- (b) RRS G1.3(a) is changed so that national letters and sail numbers are not required to be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length.
- (c) RRS Appendix G1.3(c) & (d) shall not apply.

C.1.2 CONFIGURATION

- (a) The RS Venture Connect sailboat, as covered by these rules, refers to boats sailed in a configuration which includes the RS Venture Connect 'Seated Control System' (SCS).

C.1.3 SUPPLIED EQUIPMENT

Where Boats and/or equipment are supplied for a racing event:

- (a) Competitors shall use the equipment as supplied.
- (b) Competitors may use their own compass, seat/s, joystick/s or electronic steering and mainsheet control unit. See **C.4** for restrictions relating to these items of equipment.
- (c) Changes, additions, or alterations to the spars, hull and fittings are prohibited except (i) as provided in C.1.3 (f) below, and (ii) for the fitting of a compass supplied by the competitor provided that they can be fitted without piercing, bonding or otherwise marking the hull or spars.
- (d) Wet or dry sanding of the hulls or any other equipment is prohibited.
- (e) The use of waxes, polishing compounds or similar is prohibited. Competitors may, if they so choose to, wash their boat only with eco-compatible detergent and water.
- (f) Plastic tape, shock cord or similar may be used in accordance with these **Class Rules**.

Commented [FG26]: To check if this is the correct place for this section. (not Standard)

Commented [OG27]: Except in the case of repair?

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C.2 ADVERTISING & DECORATION

- C.2.1 Advertising is permitted in accordance with World Sailing Regulation 20 (advertising code) but the sail window shall not be covered by advertising or other material.
- C.2.2 Vinyl or other plastic film or paint may be added to the hull above the chine, and/or to the sail, solely for the purpose of displaying advertising, the boat name or decoration, provided that the film/paint shall not be specially textured or otherwise used in a way that could improve the character of the flow of water or air inside the boundary layer.

Commented [FG28]: Move to each equipment item section in the rules - no need to have a section for advertising and decoration

C.2.3 Any advertising on the mainsail will only be displayed in the area between the 1st and 2nd short battens from the foot and forward of national letters and flags, as shown in the drawing in Annex 5. Any advertising that involves cutting or any alteration to a sail other than painting, printing or attaching film shall only be put in place by an LM.

C.3 CREW

C.3.1 LIMITATIONS

(a) The **crew** shall consist of two people.

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(b) The trunk of both helm and crew shall remain in contact with the seat back at all times while *racing*.

Commented [OG29]: Is there a better way to specify this? Not everyone wears trunks etc - general intent is to prevent people exciting seat whilst racing

(c) If either Helm or Crew leaves their seats while *racing* then that boat should retire from that race, and notify the race committee of their retirement at their earliest convenience.

Commented [FG30R29]: Please check hansa rules

(d) Should an issue with a boat that requires one or both of the crew to leave their seats in order to rectify it, be identified during the period after a boat finishes a particular race and the time at which the preparatory signal of the subsequent race is given, then the crew of that boat should:

Commented [OG31]: What do they do in the case where the boat has an issue during the race that needs rectifying? This only allows for rectification between races

(i) Hail the appointed on-water technical support boat (if present) to signal that they require assistance, or notify the race committee boat of their intention to rectify the issue. Any work carried out on rectifying an issue onboard a boat must be done so in close proximity of an event appointed race official.

C.3.2 MEMBERSHIP

To be eligible to compete in events run under the auspices of an NCA or ICA, the **crew** must be a current member of and in good standing with their NCA, or ICA where no NCA is in place.

Commented [FG32]: For all National Championships, World Championships, and Continental Championships the **crew** shall be member of his/her NCA. If there is no NCA then the **crew** must be a member of the ICA.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

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

Commented [FG33]: Use standard text

(b) When RRS 40.1 is not made applicable by Rule 40.2, the crew shall wear, at all times while afloat and except briefly while changing or adjusting clothing or personal equipment, the personal flotation device (PFD).

Commented [OG34]: WS should consider a list/harmonised code to specify exactly what is allowed. Some confusion at event due to ISO standard level numbering system. Also hard to know about alternative PFD standards.

C.4.2 COMPETITOR CLOTHING AND EQUIPMENT

(a) Each **crew** member may, if they so choose, wear a helmet that shall be to the minimum EN1385 or EN1077 standard or equivalent. The

Commented [FG35]: rewording needed

Commented [FG36R35]: See standard text

Commented [FG37]: OPTIONAL

Commented [OG38]: Again, it's probably worth creating a harmonised standard or list of standards?

wearing of helmets may be made mandatory by the Notice of Race and/or Sailing Instructions.

- (b) Each **crew** member may, if they so choose, wear body protection. If the body protection also acts as a personal flotation device it shall be to the minimum standards as listed in C.4.1(a). The wearing of body protection may be made mandatory by the Notice of Race and/or Sailing Instructions.

Commented [OG39]: Set minimum time before race? Is this outlined in RRS - Time needed to purchase helmets etc if made mandatory

Commented [FG40]: See ers impact vest definition

Commented [OG41]: Again, a full published list of approved standards or harmonised code?

C.4.3 SEATING

- (a) Seats used within the Seated Control System (SCS) configuration shall conform to the design specifications set out in ANNEX 1 of these rules and within the manufacturers rigging guide.
- (b) Each seat shall be mechanically attached to a seat base unit supplied by the LM (see drawing in ANNEX 2). The seat base unit shall be fitted to the boat using the tracks supplied by a LM and fixed in place so that the seat cannot become detached while the boat is sailing. The tracks shall be fitted in the standard position as supplied by the LM.
- (d) When seats are fitted, foot bars and tracks supplied by the LM shall also be fitted in the standard position as supplied by the LM.

Commented [FG42]: Annex 1 requirement to be moved here

Commented [FG43]: To be kept in the WS website (if class approved) - update process to be defined.

Commented [FG44]: Move drawing here

Commented [OG45]: Specify that it must be fixed with the tensioning system provided by RS?

Commented [FG46]: What is the stanard position?

Commented [FG47]: What is the standard position?

C.4.4 STEERING

- (a) Either manual (joystick) or electronic steering controls shall be used by the seated crew to steer the boat.
- (b) The manual (joystick) steering system, with the exception of the handle part of the joystick that is held by the crew during sailing, shall be supplied by a LM and all equipment shall be fitted in the standard positions at all times while afloat, as described within the manufacturers rigging guide..
- (c) Manual joystick handles may be from any manufacturer and shall conform to the specifications set out in ANNEX 3.
- (d) The electronic steering system, with the exception of the control unit, shall be supplied by a LM and all equipment shall be fitted in the standard positions as described by the manufacturer provided rigging guide.
- (e) Electronic control units may be from any manufacturer and shall be compatible with the wiring set out in ANNEX 4. The control unit may be of joystick or sip/puff type.

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Commented [FG48]: Move specification here

Commented [FG49]: Move specification here

C.4.5 MAINSHEET

- (a) A mainsheet and control line console unit, supplied by the LM, shall be fitted in the rearmost socket aft of the keelbox.
- (b) The mainsheet shall be controlled either manually via the 'jammer' (cleat on a swivel base) on the control line console, or by using an electronic mainsheet system.

(c) The electronic mainsheet system, with the exception of the control unit, shall be supplied by a LM and all equipment shall be fitted in the positions specified in the manufacturer provided rigging guide.

(d) Electronic mainsheet control units shall conform to the requirements set out in C.4.4(e).

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

The following equipment shall 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) A minimum of 1 mast head float with a volume of no less than 5 and no more than 50 Litres shall be fitted at the top of the mast at all times while a boat is afloat.
- (b) A towing line of no less than 10 metres and with a quick release mechanism fixed to one end shall be carried onboard.
- (c) An LM supplied Cloth Tiller Cover must be fitted at all times whilst racing.

Commented [OG50]: LM supplied or can be custom?

C5.2 OPTIONAL

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

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- (a) Compass, timing device or a combination of both provided that it/they can only provide information relating to the boat's heading and time (current or elapsed).
- (b) Non-electronic maps, charts and a marking pencil or pen for recording courses and compass headings
- (c) A VHF radio, solely for emergency communications
- (d) Bags, clips, ties, hook and loop fastening systems and tape to secure safety equipment, loose clothing and to stow food and/or drinks (as well as food, drink, tools, paddle and safety equipment).
- (e) Any additional equipment required by the **Sailing Instructions** for the event.
- (f) GPS tracking and data recording devices.
- (g) Camera/s 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 will not be viewed or used by the **crew** during a race.
- (h) Up to 2 mechanical wind indication devices may be fitted to the mast.

Commented [FG51]: And Nor?

- (i) mounts for any of equipment (a) to (h) in this section and the equipment referred to in C.5.2 below. Save as provided in C.5.1(a) above, the mounts may be attached to the **boat** using tape, Velcro, cable ties, bonding or sealing material, providing that attachments do not puncture the surface of the **boat** and can be removed without damage to the **boat**.

C.5.3 CUSHIONS

- (i) A cushion not exceeding 100mm in thickness and not exceeding the size of the surface area of the sitting surface of the seat with which it is being used, is permitted under the class rules, the seating area of a seat being defined as the surface upon which the base of the trunk of a sailor (helm or crew) rests when in their 'seated' position.
- (ii) A cushion, if used, must not weight more than 4Kg when dry and a total of 5Kg after having been fully submerged in water for a period of 1 minute.

Commented [OG52]: Class is proposing to change/waive this as there were a significant number of seats that were thicker than this

Commented [OG53]: This is a little difficult to measure as would be providing competitors with a soaking wet cushion after measurement - possible to pre-approve?

Commented [FG54R53]: Time between the cushion is submerged and weighted to be defined

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- C.6.1.1 The **boat**, spars, **sail**, **hull appendages**, control lines, attachment points and means, blocks, mainsheet, halyard, vang, Cunningham, traveller, traveller end retainers, gooseneck, outhaul and toe straps shall be rigged, arranged and have the purchases as Originally Supplied and as shown in the Rigging Manual save as otherwise allowed to be changed by these class rules.

- C.6.1.2 Fairing of the **hull**, **hull appendages**, **sails** or any other Originally Supplied equipment other than as specifically permitted in these Class Rules is prohibited.

Commented [FG55]: Ers definition?

C.6.1.3 MODIFICATIONS

The following are permitted, without approval, on all boats except those provided as supplied equipment for a specific event, unless stated otherwise. Items mentioned in this section may be obtained from any manufacturer or supplier providing that any replacement is a like for like type weight and size as the Originally Supplied item, and performs the same function and does not modify the effective rigging or sheeting position:

Commented [FG56]: All ERS terms to be used

- (a) Polishing of the **hull**, **hull appendages**, **mast** and **boom** is permitted provided that the intention or effect is not to lighten the equipment or improve materials or shape beyond that Originally Supplied.
- (b) Lubricant on fittings, mast track, sail bolt rope and sail (only in the direct vicinity of the tell-tales) only; it shall not be used on the hull or hull appendages.

- (c) The use of (i) flexible adhesive tape, Velcro-type fastening, and (ii) hooks, hooked blocks, and snap shackles to facilitate rigging; - 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.
- (d) Calibration marks of any kind.
- (e) Additional drainage holes and inspection hatches provided they do not compromise the watertight integrity or reduce the weight of the hull.
- (f) Packing wedges no thicker than 5mm may be fitted under cleats.
- (g) A single tiller extension of any material and length may be used.
- (h) Shock cord of maximum diameter 6mm to retract or reduce slack in ropes when released / un-cleated, or for centralising the tiller.
- (i) Any of the mainsheet blocks may be replaced by a ratchet block of similar size to the block as Originally Supplied.
- (j) Silicon sealant, elastic polyurethane, or adhesive may be used to retain screws and/or bolts in place and placed on the ends to cover exposed sharp edges

C 6.1.4 MAINTENANCE

- (a) Maintenance of the **rig**, fittings, fastenings, ropes and shock cord is permitted and includes:
 - (i) ~~(i)~~ the replacement of fastenings and fittings with alternatives provided that the equipment is replaced in the Originally Supplied position using the same fitting and fastening as that Originally Supplied unless otherwise permitted by these Class Rules; and
 - (ii) ~~(ii)~~ upgrading of one or more parts from those Originally Supplied when the **boat** was purchased to those as supplied on new **boats** by an LM which were not supplied with the original boat.
- (b) The following parts or equipment may be replaced using parts obtained from any supplier provided that the replacement is placed in the same position and is a like for like basis being similar size, does not alter the velocity ratio or purchase, and performs the same function (rope sizes are shown in Annex 1 below but may be of any material):
 - (i) Blocks
 - (ii) Bungs
 - (iii) Cam and clam cleats (but only on a like for like basis)
 - (iv) Control lines, running rigging, ropes and lashings.
 - (v) Main Halyard maximum purchase ratio 1:1
 - (vi) Main sheet
 - (vii) Rudder downhaul lines
 - (viii) Keel retaining strap
 - (viii) Shackles, swivels, clips and pins
 - (ix) the **keel** case packing may be replaced provided it is with a soft

Formatted: Numbered + Level: 1 + Numbering Style: i, ii, iii, ... + Start at: 1 + Alignment: Left + Aligned at: 2.25 cm + Indent at: 3.52 cm

Commented [FG57]: List of upgrades?

Commented [FG58]: Standard text to be used

compliant fibrous material or a like for like material and does not extend more than 30mm into the case from the top or bottom, or beyond the surface defined by a straight edge held perpendicular to the centreline and dragged along the bottom of the **hull**, and does not allow the **keel** to pivot / gybe within the case

- (c) The watertight integrity of the **hull** shall be maintained. It is the responsibility of the owner to ensure at all times the water tightness and sea worthiness of the Boat.
- (d) The breather and drainage holes shall all remain open, operational and unrestricted.
- (e) Maintenance may include re-application of moulded deck non-slip areas with a similar material providing similar grip to the Originally Supplied in the event of wear.

Commented [FG59]: To be moved to the Hull Appendages section?

Commented [FG60]: Not for the CRs. This document should only list what is permitted (closed class rules)

Commented [FG61]: How can this be checked? Do you have a drawing showing where all the non-slip areas are?

C6.1.5 repair

Except in the case of boats that are provided for an event as supplied equipment, repairs may be carried out provided the repair:

- (i) arises as a result of genuine and unintended damage,
- (ii) is only made to the minimum extent necessary to reinstate the item to its Originally Supplied condition and shape,
- (iii) only uses Permitted material,
- (iv) complies with these Class Rules, and
- (v) is done in such a way that the shape, weight distribution, characteristics, performance and function of the item as Originally Supplied are not affected.

Commented [FG62]: Repair definition in the ERS. No need to add extra in the CRs

Any repair shall not be used to reinforce an existing part, change the shape or add a function. Any repair which is substantial, or exceeds more than 5% of the total area of the item, or may alter the weight, profile, structure, air and/or water tight integrity of the item shall be referred to and be prior approved by LIC (which may impose such conditions as it considers appropriate, including stipulating the repairer) before being carried out in order to be in compliance with these Class Rules; the LIC may require the Repair to be carried out by LIC or a repairer appointed by LIC. Repairs to the sail must use a similar type and weight of material to the Originally Supplied. Repair to the sail exceeding 5% of the area or which are to the luff or bolt rope shall only be made by LIC or its designated repairer. Replacement of the entire window on a like for like basis is permitted if it is damaged beyond repair. If you are in doubt whether the damage may be repaired by you without approval of LIC you will refer full details to and consult LIC for determination by LIC.

Commented [FG63]: Written approval?

Commented [FG64]: To be moved to C.10

- (b) No item/s may be painted other than in the immediate area of a repair or as permitted in C.2.2 above for advertising.

C.6.2 LIMITATIONS

Only one **hull, keel**, set of spars, and **sails** shall be used in any one event, except when lost or damaged beyond repair.

Only two **rudders**, rudder stocks and tillers shall be used in any one event, except when lost or damaged beyond repair.

Any replacement shall only be made with the approval of the **Race Committee**.

Commented [FG65]: One set of sails?

Commented [FG66]: Event Technical Committee or, in its absence, Race Committee

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Modifications, repairs and maintenance may be carried out but only in accordance with these Class Rules

(b) Chips and scratches in the **hull**, deck and **hull appendages** may be filled. The Repair must comply with C.6.1.5. (Advisory note: re-finishing and fairing of the **hull** and **hull appendages** is not permitted except to the extent required for localised repair according to this rule.)

Commented [FG67]: To be moved under hull appendages

C.8 HULL APPENDAGES

C.8.1 LIMITATIONS

(a) The **keel** shall be secured in the fully down position at all times whilst afloat, using both the stainless steel bolt and Velcro™ strap keel retainer.

(a) The **twin rudders** shall be secured in the fully down position at all times whilst racing.

Commented [OG68]: Also need to ensure that the pin is properly secured with the drop nose locked to prevent the pin from sliding out - there were a couple of instances where pins were not properly secured when checked

C.8.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Modifications, maintenance and repairs may be carried out but only in accordance with these Class Rules.

(b) The location and size of the holes in the **rudders** as Originally Supplied shall not be altered.

(c) The top of the **keel** shall not be altered to enable it to be lowered below the standard position.

(d) It is not permitted to vary the designed chord width or profile shape of either the **rudder** or the **keel** from that Originally Supplied.

(e) The sides of the head of the **rudder** and plastic bush only may be packed or sanded to maintain a good fit in the rudder stock.

Commented [FG69]: Drawings?

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Modifications, maintenance and repairs may be carried out but only in accordance with these Class Rules.

C.9.3 RUNNING RIGGING

(a) MODIFICATIONS, MAINTENANCE AND REPAIR

The total purchase ratio in each of the control line systems shall not exceed: vang strut control line (4:1), cunningham (8:1), outhaul (4:1). The mainsheet shall be of a uniform diameter throughout its length. The traveller rope shall not extend more than 600mm above the deck at its highest part.

(b) USE

- (i) Save as permitted in C.6.1.3, running rigging shall be led through and attached to the fittings supplied for the function as shown in the Rigging Manual.
- (ii) The crew shall control the mainsheet from the swivel jammer fitting either in the cockpit or on the mainsheet and control line console.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Modifications, maintenance and repairs may be carried out but only in accordance with these Class Rules.

(b) For the avoidance of doubt only Originally Supplied battens shall be used and rigged as per the manufacturer provided rigging guide..

(c) Additional tell tails and leach ribbons may be added to the sail.

(d) Routine maintenance to repair minor tears or un-stitching such as sewing, mending and patching is permitted provided it does not alter the shape or characteristics of the sail and provided it complies with rule C.6.1.5 above. For the avoidance of doubt, sails shall not be recut, and the shape may not be changed or otherwise altered and no aspect of the sail may be changed for any reason other than effecting necessary repairs and as permitted by these Class Rules. Any repair shall not be used to reinforce an existing part or add a function.

Commented [OG70]: Had a few issues with battens not being correct lengths when fitting to sails

Commented [FG71R70]: Dimensions and stiffness to be included in the Building Specification

Commented [FG72]: Only list what is permitted

C.10.2 LIMITATIONS

(a) Except as provided in sections C.6.2 above and H.3 below, not more than one mainsail, one jib and one gennaker shall be used during an event.

(b) When engaged in racing activity as covered by these rules, boats shall use sails complying with the RS Venture Connect 'World Sailing' racing configuration.

Commented [OG73]: Do we have a document for this?

C.10.3 USE

- (a) A halyard shall be used to hoist and lower all sails and this halyard must permit hoisting and lowering of the sails whilst afloat. The mainsail luff bolt rope shall be in the mast track when the mainsail is hoisted.
- (b) The tack and clew straps may be adjusted using fittings as Originally Supplied by the LM.

C.10.4 MAINSAIL

(a) IDENTIFICATION

- (i) The Class Insignia shall be the RS Venture Connect class insignia as prescribed by the LIC, and shall be displayed as shown in Annex 5 of these rules.
- (ii) RRS Appendix G1.2 is amended as follows:
All sail numbers shall be black and the same size and style as Originally Supplied. The RS Venture Connect shall comply with the specifications in the RRS Appendix G1.2 for boats not under 3.5 metres (namely use minimum 300mm high sail numbers and letters with a spacing between adjoining characters of minimum 60mm).
- (iii) The sail numbers shall be displayed on each side of the mainsail between the 2nd short batten pocket and the 1st full length batten pocket from the foot, and according to the position that is shown in the Rigging Manual and Annex 5.
- (v) RRS Appendix G1.1 (b) and G.1.3(c) are amended as follows.
Where stipulated in the NOR or SI, the national letters of the country which the crew represents shall be used. When used, the national letters shall be displayed in the position shown in the drawing in Annex 5.
- (vi) The name of the **crew** may be applied on one or both sides of the sail, immediately below the bottom batten and no closer than 60 mm to the leech if so required by the NOR or SI.
- (vii) Sail battens as supplied by the LM shall be used at all times whilst racing.

(b) NATIONAL FLAGS

- (i) Where stipulated in the NOR or SI, all teams when racing in a World Championship or Continental Championship event, shall display the national flag of the country which the crew represents below the national letters and above the 1st batten pocket from the foot, as shown in the drawing in Annex 5.
- (ii) Flags shall only be ordered and purchased through the ICA or, if specified in the NOR, the event hosts. The supplied flag stickers shall not be trimmed or cut prior to application.

Commented [FG74]: Drawing to be moved here

Commented [FG75]: Report below only what is amended.

Commented [FG76]: This is for section G. Do sailor have the option to use other battens?

Section D – Hull

D.1 MANUFACTURERS

Hulls shall be manufactured in compliance with Class Rules A.11 & B.2 above

D.2 IDENTIFICATION

Each hull shall carry at least one moulded HIN (Hull Identification Number).

D.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual

D.5 BOATS SUPPLIED PRIOR TO MARCH 2018

Boats supplied prior to March 2018 may have hulls, appendages, rigging and sails of a different specification the standard encompassed by these Class Rules. Such boats will not be allowed to compete at regional and international level events after December 2020, subject to application to and the subsequent written approval from the Organising Authority of the specific at least 30 days before the date of the first race of that event.

Commented [FG77]: All parts of the Hull and its associated fittings are to be produced by LM unless specified in (include class rules)

Commented [FG78]: Can they carry more than 1?

Commented [FG79]: To be approved. Details missing

Commented [OG80]: Need details of hull numbers etc supplied pre 2018. Does this include spars, fittings etc supplied pre 2018? Needs to be more specific IMO

Commented [FG81R80]: This is for section B of the Rules

Commented [FG82R80]: All boats suitable for racing will require a WS plaque

Commented [FG83]: Identification?

Section E – Hull Appendages

E.1 MANUFACTURERS

Hull appendages shall be manufactured in compliance with Class Rules A.11 & B.2 above

E.2 PARTS

- (a) Keel
- (b) Rudder Blade
- (c) Rudder stock
- (d) Tiller
- (e) Tiller connecting bar

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction.

Section F – Rig

F.1 MANUFACTURER

Rigs shall be manufactured in compliance with Class Rules A.11 & B.2 above.

F.2 PARTS

- (a) Mast
- (b) Boom

(c) Running rigging

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

Section G – Sails

G.1 MANUFACTURER

Sails shall be manufactured in compliance with Class Rules A.11 & B.2 above

G.2 PARTS

World Sailing Jib, World Sailing Mainsail and World Sailing Asymmetric Spinnaker

G.3 MATERIALS, CONSTRUCTION, AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

Commented [OG84]: Have we been provided with this?

PART III – EVENT RULES

Commented [FG85]: To be taken out from the rules. Only include class rules relevant bits in the relevant class rules paragraphs

NOTE: One or more of the following rules may be invoked in event-specific Notice of Race and/or Sailing Instructions at the discretion of the Race Committee in consultation with the event organisers.

H.1 TIME CORRECTION

H.1.1 TIME CORRECTION FACTORS

It is recommended that a time division factor (which may be amended from time to time) be applied to the elapsed time to calculate the corrected times for scoring of multiple configuration fleets.

H.2 CREW

H.2.1 Unless amended within the NOR or SI for a specific event, the two-persons listed as crew for a boat entered in an event may not be changed during an event once the event race series has begun.

Commented [OG86]: Had a few substitutions during the event - due to various health issues/complications

H.3 SAIL PLAN

H.3.1 Depending on the conditions of the day, the Race Committee may invoke the right to make it mandatory for all competitors to refrain from flying spinnakers during racing on one or more races. This intention will be made to competitors at the skippers briefing of that day and through use of a dedicated signal flag displayed on shore and on the race committee boat, as listed in the Sailing Instructions of the event, prior to the start of the race/s to which this rule change applies.

H.3.2 Depending on the conditions of the day, the Race Committee may invoke the right to make it mandatory for all competitors to reduce the size of their sail area via reefing of their mainsails. This intention will be made to competitors at the skippers briefing of that day and through use of a dedicated signal flag displayed on shore and on the race committee boat, as listed in the Sailing Instructions of the event, prior to competitors launching their boats and leaving for the race area.

H.3.3 Failure by teams to comply with the safety oriented rules outlined in H.4 will result in a score of DSQ being added to the score for that team for the race/s to which the rule infringement relates.

ANNEX 1 SEAT DIMENSIONS / SPECIFICATIONS

- 1.1 The minimum specifications of a seat fitted in accordance with C.4.3 shall be:

Maximum height of the backrest of the seat when measured perpendicular to the cockpit floor: 750mm

Commented [OG87]: Any need for a minimum height specification?

Maximum width of the seating surface of the seat when measured perpendicular to the centreline of the boat and in the horizontal plane: 400mm

Total weight, including seat base / pedestal and fastenings: 8kg

Commented [OG88]: Include a deviation for this - impossible to get it to exactly 8kg +/-100g? Although would allow for a weight saving/addition exercise.

The height of the Centre of Gravity of the seat, including seat base unit and fastenings, shall not be less than 220mm above the centerline of the transverse seat attachment bars.

Commented [OG89]: How should this be measured - I would suggest that seats must be approved well before event as the time required to measure seats before the event If everyone had a custom seat may create setbacks

The sides of the seat shall have a minimum height of 120mm when measured parallel to the seating surface of the seat.

The front facing corners of the seat sides should not have a radius larger than 75mm



ANNEX 3 MANUAL JOYSTICK DIMENSIONS

- 4.1 The manual joystick shall be based on a single straight tube or a Y shaped design to allow grip with two hands.

Handgrips may be added.

Dimensions shall be:

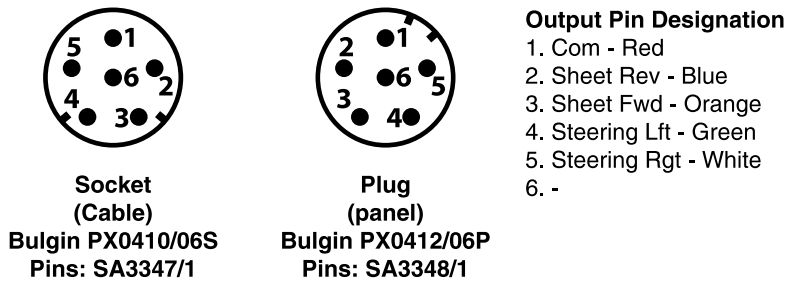
Overall length:	Minimum 300mm	Maximum 340mm
Overall width:	Minimum 20mm	Maximum 300mm

Tube diameter (INTERNAL) at bottom to fit over joystick receiving tube: 21.5mm

ANNEX 4 - ELECTRONIC CONTROL CONNECTIONS

RS Venture Control Connections

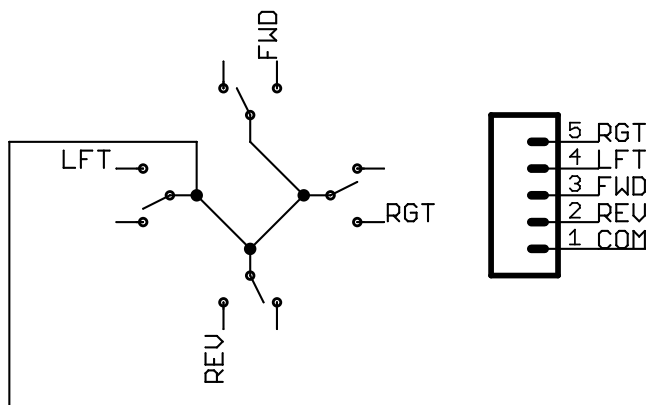
Wiring



Electrical Functions

Pin 1 provides a 5V common output, making a connection with this and any of the other designated pins will initiate that function.

Joystick Schematic



**ANNEX 5 – MAINSAIL NUMBER AND COUNTRY CODE / FLAG
APPLICATION**

