

1 May 2024

Vote To Change RS200 Rules - VOTE NOT YET OPEN

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. VOTE NOT YET OPEN.

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

**Background to the Proposed Changes**

At the RS200 Class Association AGM in 2023, we discussed clarifying and tidying up some of the rules. 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.
- 1:1 Trimming of boom downwind gybing strop usage clarification.

**Details of Proposed Changes**

**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 and reduce complexity and cost for the sailors.

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 as required.***

In order to 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's proposed to change the rule wording to:

*1.3.26 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.*

### **Further Information**

We understand that you may have questions about the proposed changes. In order to answer as many of the questions as possible there will be an online question and answer session.

The Q and A session will take place on Monday 6 May at 1900 hours. The session will be conducted via Zoom.

To join the Zoom meeting go:

<https://us04web.zoom.us/j/77760237782?pwd=qsxLg3pbFQux12lCoXhB4iVTvUWwq5.1>

Meeting ID: 777 6023 7782

Passcode: 4yXU8T

We will endeavour to make a recording of the session available online for those who cannot make it.

### **Vote**

All members of the RS200 Class Association have the right to cast a vote in this poll. VOTE NOT YET OPEN.

Join the RS200 Class Association [here](#)