

## 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 Sail batten
- 1.1.6 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 Lashings and tensioning elastics
- 1.2.4 Running rigging, ropes and lashings
- 1.2.5 Main Halyard and halyard securing device, maximum velocity ratio 2:1
- 1.2.6 Tiller extension
- 1.2.7 Batten tensioning devices
- 1.2.8 Bungs
- 1.2.9 Trapeze handles rings and adjuster cleats
- 1.2.10 Wire rigging, kicking strap and rig tension purchases with the following restrictions on construction and sizes:
  - 1.2.10.1 Shrouds and forestay not less than 3mm 1x19 stainless steel wire
  - 1.2.10.2 Trapeze wires not less than 2.5mm diameter (wire or rope)
  - 1.2.10.3 Diamonds not less than 2.5mm 1x19 stainless steel wire
  - 1.2.10.4 Kicker cascade not less than 2.5mm diameter (wire or rope)
- 1.2.11 Mainsheet swivel jammer/ratchet arrangement

1.2.12 Kicker and mainsheet boom attachment strops

1.2.13 Control line takeaway guide rings which may be plastic or metal

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 Sail battens may be tapered or adjusted as required

1.3.11 The head of the centerboard or rudder may be packed or sanded to maintain a good fit

1.3.12 A maximum of 4 foot straps may be fitted to the wings, although no holes may be drilled in the wingbars in order to attach the straps

1.3.13 A reaching toestraps may be fitted between the transom bar fixing on the transom and a hole drilled in the gunwhale flange no more than 750mm forward of the transom

1.3.14 Any number of items may be fitted to the hull or spars provided their 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 Control line and trapeze takeaway systems (after exiting the cleats in the case of control lines) may be altered or improved in any way provided that all lines and shockcord remain external to the wingbars and, where not led forward across the foredeck, are routed alongside and close to any wing bar tube. Blocks may be used in lieu of rings apart from the first guide(s) after the cleats which shall be rings. No additional fastenings are to be made to the hull and any extra fastenings are only to be made to the wing bar tubes as follows:-
- 1.3.16.1 Inboard side of longitudinal wingbar, no closer than 10mm from weld joints at either end
- 1.3.16.2 Forward face of rear transverse wingbars, between 10 and 60mm from weld joints with longitudinal tubes
- 1.3.17 Extra pins/hooks are allowed for the purpose of tidying trapeze wires, so long as no fixings are added to the hull or wings
- 1.3.18 Protective chafe pads of any material are allowed under the shroud u-bolts, so long as no fixings are added
- 1.3.19 The mainsheet swivel jammer may be removed and replaced with a suitably attached ratchet block provided that any unused screw holes are filled
- 1.3.20 Righting lines may be fitted provided that no additional fastenings are used and that they are routed in line with the principles stated in 1.3.16 above

## 2. SAILING REQUIREMENTS

- 2.1 The RS600 shall be raced with only one person on board. A trapeze may be used by the helm to help balance the boat, this changes RRS 49.1
- 2.2 The Sail No. shall be displaced on each side of the mainsail on the middle horizontal panel, with the upper numbers on the starboard side and the sail numbers should also be positioned in accordance with the relevant ISAF rule
- 2.3 The RS600 may only be raced if the Category Helm Weight (CHW) is correctly matched to the wing set and weight compensation as set out in clause 3.

### 3. WEIGHT COMPENSATION

3.1 There are two wing sets of differing widths that may be fitted to the RS600:-

Wing set "A" giving a total beam of 1931mm

Wing set "B" giving a total beam of 2133mm

The wing set fitted to a hull shall be matched to the Category Helm Weight (CHW) of the helmsman as follows:-

3.1.1 CHW less than 70kg Wing set "B"

3.1.2 CHW between 70kg-76kg Wing set "A" without compensating weight, OR  
Wing set "B" when a compensating additional weight of 3kg is fitted as proscribed in rule 3.2.

3.1.3 CHW above 76kg Wing set "A"

3.2 The 3kg weight shall be securely fastened to the hull between the daggerboard casing and the main bulkhead, and be distributed equally about the centerline

3.3 The wing set and weight used by a helmsman shall be registered with the Class Association

3.4 A helmsman may change his registered wing set only once in a calendar year.