



World Sailing
Class Association

RS VENTURE CONNECT CLASS RULES

DRAFT

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RS Venture Connect class rules 2015

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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. The RS Venture Connect features 2 different configurations to allow competition for all levels of ability. These are the RS Venture Connect and RS Venture Connect 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 hulls, hull appendages, rigs 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's 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:
ANY CHANGE NOT SPECIFICALLY PERMITTED BY THESE CLASS RULES
IS PROHIBITED.**

**COMPLIANCE WITH THESE CLASS RULES IS DEMONSTRATED
THROUGH MANUFACTURING CONTROL:**

**THUS CONTROL OF COMPONENT AND EQUIPMENT
SPECIFICATION IS UNDERTAKEN BY THE LIC**

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 | - RS Venture Connect International 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 |

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

Maintenance

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.

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.

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.

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.

A.8 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

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

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.

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

A.10.3 The following sail numbers may at their option be used by the top 10 placed crew of the immediately preceding World Championships (in order of placing):

1 – 10 Venture Connect SCS

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.

Section B – Boat Eligibility

For a Boat to be eligible for *racing*, 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.

B.3 EQUIPMENT INSPECTIONS

B.3.1 All equipment inspections shall be carried out in accordance with the ERS except where varied 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:

(a) 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.

(b) 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.

(c) 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.

- (d) 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.

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.

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.

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 may be raced in either the RS Venture Connect or RS Venture Connect SCS configuration. A boat shall nominate the configuration to be used at the start of a regatta series and this shall apply to all races. In the event that no configuration is stipulated at registration, the configuration used in the first race shall be deemed to be the configuration entered on the form.
- (b) The RS Venture Connect class rules cover two configurations of boat determined by sail size and use of one or two crew seats:
- RS Venture Connect – with Venture 11 sails
 - RS Venture Connect SCS – with Venture 9 sails + 1 or 2 seats
- If there are not sufficient numbers of boats of an individual class at an event, then the notice of race or sailing instruction may

proscribe that boats race together. Recommended standard wording for this can be seen in Section H.

C.1.3 SUPPLIED EQUIPMENT

Where Boats and/or equipment is supplied for a regatta series:

- (a) Competitors shall use the equipment as supplied.
- (b) Competitors may use their own compass, seat / seats, joystick 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 wash their boat with detergent and water.
- (f) Plastic tape, shockcord or similar may be used in accordance with these Class Rules.

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.
- C.2.3 Any advertising on the mainsail will only be displayed in the area between the 1st and 2nd shorts 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.
- (b) Where two (side-by-side) seats are fitted both crew's buttocks shall remain in contact with the seat's sitting surface at all times while racing.
- (c) Where one (centreline) seat is fitted one crew's buttocks shall remain in contact with the seat's sitting surface at all times while

racing. The other crew may move about the boat and hike using toe straps attached to the standard toe strap fittings on the cockpit floor.

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 their NCA, or ICA where no NCA is in place

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

- (a) The boat shall be equipped with a **personal flotation device** (PFD) for the crew to the minimum standard ISO 12402-5, (level 50, or USCG Type III, or AUS PFD II or equivalent).
- (b) The use of inflatable personal flotation devices is not permitted.

C.4.2 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.

C.4.3 SEATING

- (a) Seats may be from any manufacturer and shall conform to the specifications set out in ANNEX 1.
- (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 sailing. The tracks shall be fitted in the standard position as supplied by the LM.
- (c) When one or two seats are fitted, two foot bars and tracks supplied by the LM shall also be fitted in the standard position as supplied by the LM.
- (d) When one seat is fitted a transverse bar, supplied by the LM, may be fitted in the forward part of the cockpit to assist the forward crew to move about the cockpit.

C.4.4 STEERING

- (a) When one or two seats are fitted to boat 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 joystick itself, shall be supplied by a LM and all equipment shall be fitted

in the standard positions. Only one joystick shall be used to steer the boat at any time.

(c) Manual joysticks 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.

(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.

C.4.5 MAINSHEET

(a) When one or two seats are fitted to the boat a mainsheet and control line console, supplied by the LM, shall be fitted in the socket aft of the keel.

(b) The mainsheet shall be controlled either manually via the jammer on the mainsheet and 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 standard positions.

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

C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

The following optional equipment 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:

(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) VHF radio, solely for emergency communications

(d) Bags, clips, ties, velcro 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 recording device.

(g) 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 will not be viewed or used by the **crew** during a race.

- (h) A towing line provided that it is to be attached to existing fittings or parts.
- (i) Any number and design of mechanical wind indication devices may be fitted.
- (j) Up to 2 mast head floats
- (k) 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.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.

C.6.1.3 MODIFICATIONS

The following is permitted without approval; 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:

- (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, 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) Shockcord of maximum diameter 6mm to retract or reduce slack in ropes when released/uncleated, 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 shockcord is permitted and includes: (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) 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)
 - (iv) Cam and clam cleats (but only on a like for like basis)
 - (v) Control lines, running rigging, ropes and lashings.
 - (vi) Main Halyard maximum purchase ratio 1:1
 - (vii) Main sheet
 - (viii) Rudder downhaul lines
 - (x) Keel retaining strap
 - (xi) Shackles, swivels, clips and pins
 - (xii) the **keel** case packing may be replaced provided it is with a soft 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.

C6.1.5 REPAIR

- (a) 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.

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.

- (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**, tiller extension, **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.

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.)

C.8 HULL APPENDAGES

C.8.1 LIMITATIONS

- (b) The **keel** shall be secured in the fully down position at all times whilst *racing*, with the head located in the deck recess.

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.

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.9.2 LIMITATIONS

xxxx

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 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.
- (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.

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 the RS Venture Connect is fitted with one or two seats it shall be rigged with an RS Venture 9 mainsail and RS Venture 9 jib whilst *racing*. An RS Venture gennaker may also be used. This is known as the RS Venture Connect SCS configuration.

C.10.3 USE

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

C.10.4 MAINSAIL

(a) IDENTIFICATION

- (i) The Class Insignia shall be the RS Venture Connect class logo relevant to the rig size as prescribed by the LIC, and shall be displayed on the port side only between the 1st and 2nd full length batten pockets from the foot, as shown in Annex 5 below.
- (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 (To Follow) below.
- (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 crew shall be used. When used the national letters shall be displayed only between the 1st and 2nd short batten pockets from the foot, in the position shown in the drawing in Annex 5 (To Follow). National letters are optional at all other events.
- (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.

(b) NATIONAL FLAGS

- (i) Where stipulated in the NOR or SI, all teams when racing in any Class World Championship or Continental Championship shall display the national flag of the **crew** below the national letters and above the 1st batten pocket from the foot, as shown in the drawing in Annex 5 (To Follow). The national flag is optional at all other events.
- (ii) Flags shall only be ordered and purchased through the ICA and shall not be trimmed or cut.

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 CIN (Craft 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 and sails of a different specification the standard encompassed by these Class Rules. Such boats may be allowed to compete at events below international level until December 2020, subject to application to and the subsequent written approval of the Organising Authority at least 30 days before the date of the first race.

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.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

- (a) Mainsail for RS Venture Connect
- (b) Jib for RS Venture Connect
- (c) Mainsail for RS Venture Connect SCS
- (d) Jib for RS Venture Connect SCS
- (e) Gennaker for RS Venture

G.3 MATERIALS, CONSTRUCTION, AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

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PART III – EVENT RULES

NOTE: For World, World Sailing, or continental championship the rules of this Part H may not be invoked. For National, Area and Seasonal (eg Spring, Winter) championships one or more rules of this Part H may be invoked in the SIs. For local club racing and other minor events the following may apply.

H.1 FLEET SPLITS

H.1.1 MULTI CONFIGURATION FLEETS

Under this rule RS Venture Connects and RS Venture Connect SCS may race together as one fleet and may use time correction as defined in H.2.1.

H.2 TIME CORRECTION

H.2.1 TIME CORRECTION FACTORS

It is recommended that a time division factor (which may be amended from time to time) as shown on the website at www.rssailing.com be applied to the elapsed time to calculate the corrected times for scoring of multiple configuration fleets.

H.3 CREW

H.4.1 The two person **crew** may be changed to include different people during the entire series for club racing and local regattas, but not for other championships and regattas.

ANNEX 1 SEAT DIMENSIONS

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

Height measured perpendicular to the cockpit floor: 750mm

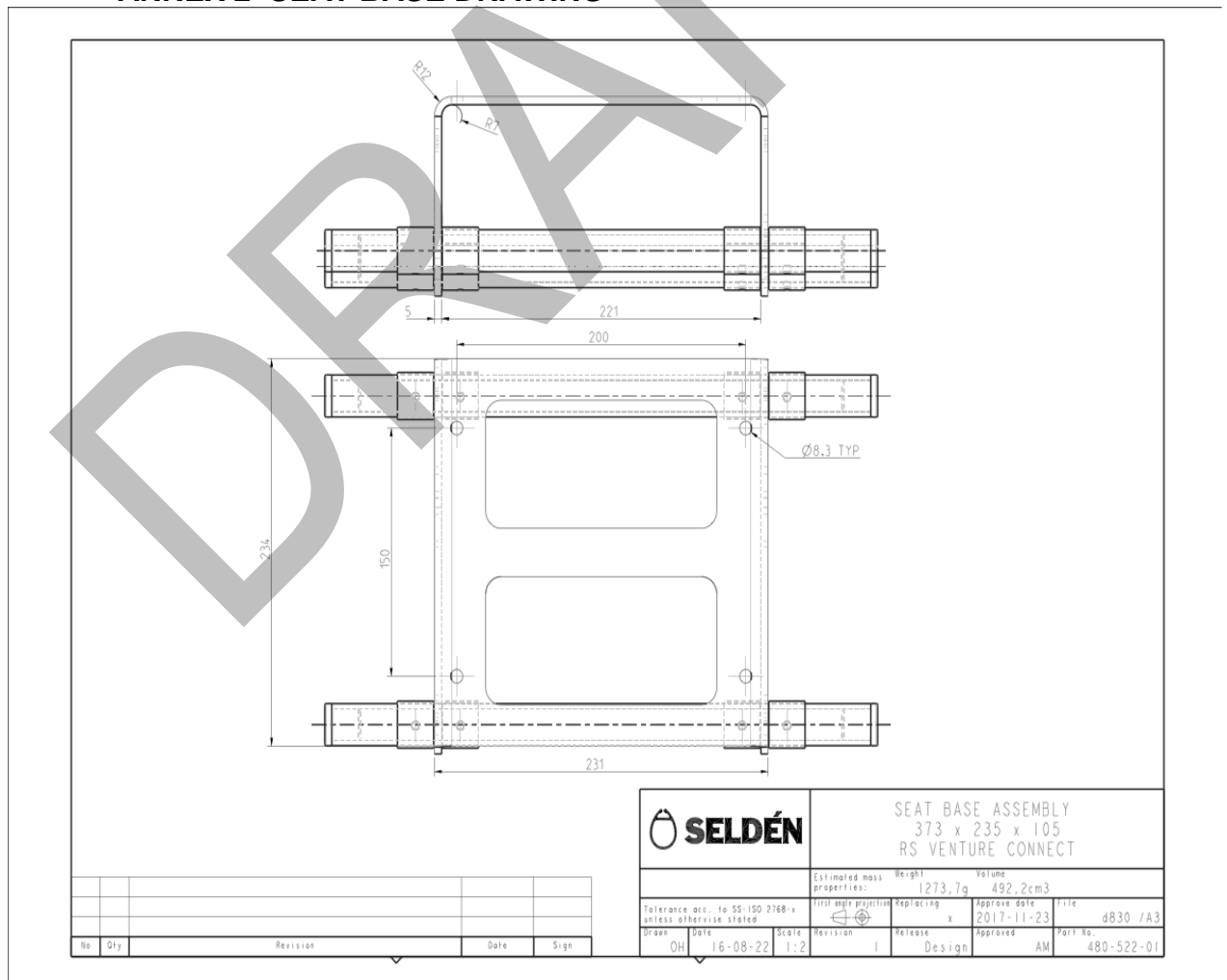
Width perpendicular to the centreline of the boat and in the horizontal plane: 400mm

Length of seat base, measured parallel with the centreline of the boat: 390mm

Weight, including seat base unit and fastenings: 8kg

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.

ANNEX 2 SEAT BASE DRAWING



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

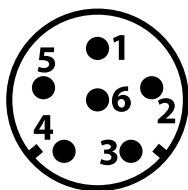
Tube internal diameter at bottom to fit over joystick receiving tube:
21.5mm

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ANNEX 4 ELECTRONIC CONTROLS CONNECTIONS

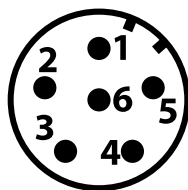
RS Venture Control Connections

Wiring



**Socket
(Cable)**

**Bulgin PX0410/06S
Pins: SA3347/1**



**Plug
(panel)**

**Bulgin PX0412/06P
Pins: SA3348/1**

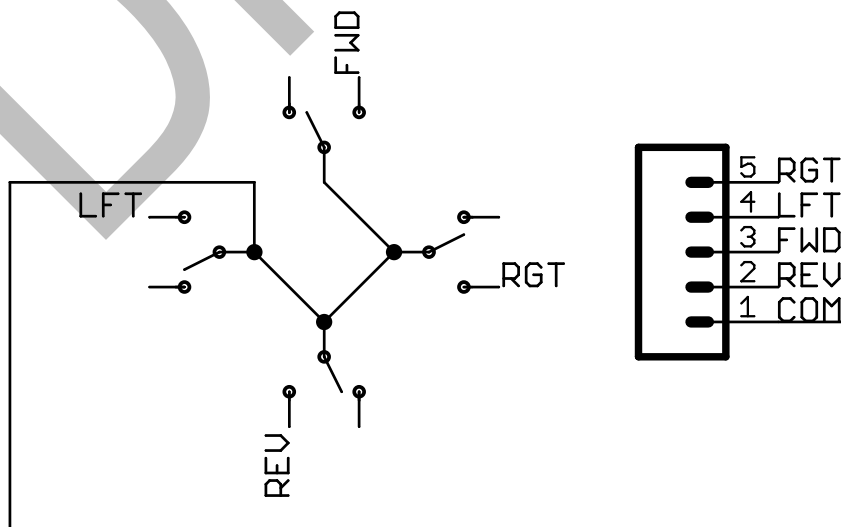
Output Pin Designation

- 1. Com - Red
- 2. Sheet Rev - Blue
- 3. Sheet Fwd - Orange
- 4. Steering Lft - Green
- 5. Steering Rgt - White
- 6. -

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



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Effective Date: **xxxxxxx** 2018

Published Date: **xxxxxxx** 2018

Previous issues:

RS Venture Connect class rules 2017

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