

RS800 Rules Proposal as at 19 June 2020

The RS800 is a relaxed fleet and protests regarding class rules have been infrequent. However, the class committee recommends the following rules updates to reflect the status quo and make the rules and permitted modifications clearer for people new to class.

RS800 CLASS RULES

Proposal Number	Section	Existing Rule	New Rule	Reason
1	C.1	N/A	C1.1.3 RRS 49.1 is changed to: 'The crew shall use no device designed to position their body outboard other than a trapeze, hiking straps and stiffeners worn under the thighs. A crew member using a trapeze shall be in contact with the hull or rack at all times except in the situation of accidental movement and or a manoeuvre.	We all trapeze, an old drafting error that this was missed. The second sentence forbids tower trapezing.
2	C.5.1: 2	Maps, charts or means of recording information.	Maps, charts or means of recording information including video cameras. Speed and position shall not be displayed whilst racing. Cameras and mounts shall be removable without use of tools. Cameras and mounts shall not extend beyond max beam, forward of the hull, or aft of the hull.	Depending on interpretation the rule may already allow cameras. Many people use cameras and it is good promotion for the class. However, some mounts could cause an obstruction, therefore some limit on mounting should be implemented. The removal without tools is a good idea as it stops people making permanent attachments which may alter or weaken components.
3	C.5.1	N/A	C.5.1 5. Spare parts and tools so long as they do not alter the function of existing parts	Most sailors carry spares (tiller extensions, bits of rope, blocks). This new rule would allow a practice that is commonplace in the fleet.
4	C.7.3 9) / C.9.1 2)	C.7.3 9) The total velocity ratio in the control lines must not exceed: Kickingstrap – 16:1, cunningham – 8:1, jib luff tension – 2:1. C.9.1 2) Main halyard and securing device – maximum velocity ratio 2:1.	C7.3 9) Control lines may be altered with the restriction that no additional fixings are made and the total velocity ratio in the control lines does not exceed: Kicking strap – 16:1, cunningham – 8:1 C.9.1 2) Main and Jib halyards and securing devices – maximum velocity ratio 2:1. Outhaul – maximum velocity ratio 4:1.	Jib luff is not a control line and has no contact with the hull so move to the 'rig' section. Allow different cascades with different blocks arrangements (there a few variations on downhaul cascade).

Proposal Number	Section	Existing Rule	New Rule	Reason
5	C.7.3 13)	N/A	C.7.3.13) e. Shock cord take-up system may be fitted between the end of the mainsheet and any part of the boat. A single eye or block for routing of the elastic may be attached to existing fittings.	Elastic take up on the mainsheet seems quite common and allowed by C.7. But most are routed through some eye or block. It seems fairly common practice and there have been no protests about it, so it should probably be allowed.
6	C.7.3 16)	A maximum of two lacing eyes and blocks, solely for the purpose of routing the helmsman's trapeze elastic, may be fitted at any point on the cockpit floor; or the elastic may be led via a shackle, loop or block attached to any of the lacing eyes already fitted to the inside face of the cockpit sides.	A maximum of two lacing eyes and blocks, solely for the purpose of routing the helmsman's trapeze elastic, may be fitted at any point on the deck; or the elastic may be led via a shackle, loop or block attached to any of the lacing eyes already fitted to the deck."	Change from any point on 'cockpit floor' to 'deck'. Old rule was meant to give option for routing trapeze elastic to accommodate varying ergonomics of differing rack positions.
7	C.7.3 / C.9.2 3)	C.9.2 3) An additional purchase may be added to the jib sheet system, only using existing attachment points. Additional blocks maybe added if required.	"C.7.3 20) A maximum velocity ratio of 4:1 may be used in the jib sheet system, only using existing attachment points. Additional blocks maybe added if required."	Delete jib sheet rule which is currently in section on rig and place in hull section. Make 4:1 purchase explicit.
8	C.7.3 19)	Trapeze shock cord systems may be altered or improved in any way so long as any extra fastenings are made only to the inside of the fore and aft wing tubes and all lines / shock cord are maintained externally and close to any wing bar tube.	Trapeze shock cord systems may be altered or improved in any way so long as all lines / shock cord are maintained externally to the rack.	Many boats are routing trapeze elastics to rings tied to the racks. But where they travel from hull out to the rack they are not 'close to any rack tube' so this should be removed from the rule. There have been no protests on this, so it seems fairly accepted so should be incorporated in to the rules.
9	C.9.1 1)	Running rigging, ropes, elastics and lashings.	Running rigging, ropes, blocks, shock cord and lashings	Blocks included in items that can be replaced from any supplier.
10	C.9.1 4)	Spinnaker sheet ratchet blocks	Delete	Spinnaker ratchet blocks are attached to the hull and are covered by rule C.7.2.

Proposal Number	Section	Existing Rule	New Rule	Reason
11	C.9.1	N/A	C.9.1. 5) Trapeze lines, handles and adjusters.”	Insert new rule. Trapeze lines are not mentioned for replacement but obviously should be.
12	C.9.2	N/A	C.9.2. 6) Trapeze height adjustment and handle systems are unrestricted	Insert new rule. There are many different handle and purchase systems seen in the fleet. None give a performance advantage but do allow sailors to improve ergonomics for their preference. These alterations should be recognised in the rules as being permitted.
13	C.9.2 4)	The spinnaker halyard, downhaul and pole launch lines are un-restricted in routing and operation, additional blocks and fairleads maybe added in accordance with rules C.7.3.17 and C.7.3.18.	Fairleads for the routing of halyards alongside the mast may be attached with shock cord or rope to spreaders or hounds	Current rule suggest fairleads can only be added in accordance with C.7 which allows blocks and systems on the <u>hull</u> . However, many boats have fairleads in the rig lashed to spreaders. Not all spreaders can route halyards through them, so this should be an option. Fairleads attached by elastic cord covers spinnaker halyard systems to prevent snagging on spreader tips.
14	Deleted			Deleted 19 June 2020
15	C.9.2	N/A	C.9.2 7) The following additions and alterations are permitted, provided that they do not alter or modify the intended action, function or purpose of an original item of equipment. Parts may be obtained from any supplier. i) Flexible adhesive tape or shock cord. ii) Calibration marks of any kind iii) Clips, ties or bags as required to secure safety equipment iv) Silicone sealant	Lots of people use tape to protect the mast from chafe and shock cord for downhaul release, stopping the halyard getting caught on spreaders etc. All these things are allowed as additions to the hull, so it makes sense they should be allowed on the mast People use silicone sealant to fill terminals as a safety feature to reduce the risk of inversion in a capsized.
16	C.10	N/A	C.10.3 MODIFICATIONS a) Additional tell tales may be fitted to the sails b) Chafe patches may be added to the main sail	Lots of people add tell tales and I've seen quite a few with patches to prevent wear on the shrouds and spreaders.
17	C.10	N/A	C.10.4 LIMITATIONS a) Any number of sails may be used during an event, but no more than 1 mainsail, 1 jib and 1 gennaker shall be aboard when racing.	This makes it clear we can't fly two kites! But also, allows swapping of sails, so we can use older sails when it's windy. It seems quite a few people like to put up an old kite or old jib for a windy day. The rules should make it clear this is allowed.