

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 Toe straps, 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 (including self-bailer)
 - 1.2.9 Centre-board slot gasket
 - 1.2.10 Wire rigging, kicking strap and rig tension purchases with the following restrictions on construction and sizes:-
 - 1.2.10.1 Shrouds – stainless steel wire not less than 3mm dia. Comprising at least 7 strands which may be round or preformed
 - 1.2.10.2 Jib halyard – flexible stainless steel wire not less than 3mm dia.
 - 1.2.10.3 Kicking strap and rig tension – purchase flexible stainless steel wire not less than 2.4mm dia or synthetic fibre rope
 - 1.2.11 Spinnaker ratchet blocks
 - 1.2.12 Spinnaker tray, bag or sock provided it does not extend aft of the shrouds
 - 1.2.13 Inspection hatches
 - 1.2.14 Jib Cunningham adjustment cleat, ref RS Kit RS4-WEB-019 or equivalent. Feeding back to crew is not permitted.

- 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 Drainage holes may be drilled in the mast heel plug and sprit
 - 1.3.11 Sail battens may be tapered or adjusted as required
 - 1.3.12 A self bailer non return flap may be fitted
 - 1.3.13 The head of the centerboard or rudder may be packed or sanded to maintain a good fit
 - 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 The maximum permissible velocity ratio of the mainsheet is 5:1. Blocks used in the mainsheet purchase may only be attached to eyes located at the centre of the boom, top of the mainsheet hoop, and on the mainsheet jammer
 - 1.3.17 An additional purchase may be incorporated in the jib sheet system (maximum velocity ratio 2:1) using the existing attachment points; for this purpose additional blocks may be introduced
 - 1.3.18 The total velocity ratio in each of the control line systems may not exceed:- kicking strap – 16:1 (8:1 recommended), cunningham – 8:1, rig tension – 8:1 (i.e. 2:1 jib halyard & 4:1 purchase)
 - 1.3.19 A maximum of six additional holes, no larger than 13 mm in diameter (excluding inserts or bushes), are permitted in the thwart moulding for passing or terminating control lines
 - 1.3.20 The order of reeving and the termination of control lines is optional the lines may be lead to handles, bushes, eyes or small stowage bags, simple elastic take-ups are permitted provided they are incorporated under the thwart moulding
 - 1.3.21 The use of a jamb cleat, type of swivel base & final turning block for the mainsheet is optional
 - 1.3.22 Cleats, clips or other means are permitted for belaying the spinnaker sheets
 - 1.3.23 The spinnaker halyard and downhaul lines may be continuous or separate and may be combined with the sprit launching line to form a single line operating system; their routing and operation aft of the mast is not restricted, additional blocks or fairleads may be fitted as required
 - 1.3.24 A line restricting the outward and/or inward movement of the sprit is permitted
 - 1.3.25 A device may be fitted in or around the sprit exit hole to deflect ropes or water
 - 1.3.26 An additional turning block may be fitted adjacent to each spinnaker ratchet block provided the effective sheeting position is not affected

2. SAILING REQUIREMENTS

- 2.1 The RS 400 shall be raced with two persons on board
- 2.2 The Sail Number shall be displayed on each side of the mainsail, with the upper numbers on the starboard side, placed in the middle horizontal panel and the sail numbers should also be positioned in accordance with the relevant ISAF rule
- 2.3 There is no requirement to carry the sail number on the spinnaker
- 2.4 The sprit shall be retracted so that its forward end is within 400mm of the forward most point of the hull at all times other than when the spinnaker is set or in the act of being set or recovered
- 2.5 The insertion of any item(s) in the centerboard case that displaces water is prohibited