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Class Rules

International RS Venture Connect Class Association



The RS Venture was designed by Phil Morrison and first produced by RS Sailing in 2010, with the Seated Control System (SCS) being made available for use in 2014. The RS Venture Connect SCS was adopted as a World Sailing Class in XXXX

sport / nature / technology

World Sailing Class Association

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INTRODUCTION

This introduction only provides an informal background and the International RS Venture Connect Class Rules proper begin on the next page.

RS Venture Connect hulls, hull appendages, rigs and sails are measurement / manufacturing controlled.

RS Venture Connect hulls, hull appendages, rigs and sails shall only be manufactured by RS Sailing – in the class rules referred to as the licensed manufacturer. Equipment is required to comply with the International RS Venture Connect building Specification and is subject to a~~n~~ World Sailing approved manufacturing control system.

RS Venture Connect hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE CLOSED CLASS RULES MEANING THAT ANY CHANGE NOT SPECIFICALLY PERMITTED BY THESE CLASS RULES IS TO BE TAKEN AS BEING PROHIBITED.

COMPLIANCE WITH THESE CLASS RULES IS DEMONSTRATED THROUGH MANUFACTURING CONTROL:

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.

A1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*”, the definition in the RRS applies.

A.2 DEFINITIONS

As used in this document, the following terms shall have the following meanings:

A.2.1

WS	World Sailing
MNA	World Sailing Member National Authority
ICA	International RS Venture Connect 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
RS Sailing	H Taylor & Son (Brockley) Limited trading

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.3 AUTHORITIES

A.3.1 The international Class Rules authority of the class is **WS** 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.6 CLASS RULES VARIATIONS

A.6.1 At Class events RRS 87 and World Sailing Policy D5 apply.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these Class Rules are subject to the approval of WS in accordance with WS Policies.

A.8 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

A.8.1 Each hull must have a WS plaque fixed to the transom of the boat, adjacent to but not covering the Hull Identification Number (HIN)

A.9 CLASS RULES INTERPRETATION

A.9.1 Interpretations of these Class Rules shall be made in accordance with World Sailing Regulations.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall correspond to the WS hull plaque number

Section B – Boat Eligibility

For a Boat to be eligible for use in competition, 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, on the opposite side to the World Sailing Class Plaque and Hull Identification Number (HIN).

B.2 CLASS RULES & BULIDING 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.

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**.**

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 sailboat, as covered by these rules, refers to boats sailed in a configuration which includes the RS Venture Connect 'Seated Control System' (SCS).

(b) When engaged in racing activity as covered by these rules, boats shall use sails complying with the RS Venture Connect 'World Sailing' racing configuration, this being a **boat** built after March 2018, featuring the side-by-side 'seated control system' (SCS), a tapered mast, **LM** supplied masthead flotation device, a 5:1 rig tension system, fitted with a cloth tiller cover and using World Sailing Race specification sails (Mylar Race mainsail, race Jib and Race Spinnaker).

C.2 CREW

C.2.1 LIMITATIONS

(a) The crew shall consist of two people.

(b) The base of the trunk (the central part or core of the body) of both helm and crew shall remain in contact with the seat's sitting surface at all times while *racing*. The competitors shall race in a position so that lower limbs, if present, are astride the steering stick, with the torso aft of the steering stick. The crew's arms may be forward of the steering stick for control of sheets and control lines.

(c) If either Helm or Crew leaves their seats while *racing* then that boat should retire from that race, and notify the race committee of their retirement at their earliest convenience.

(d) Should an issue with a boat that requires one or both of the crew to leave their seats in order to rectify it, be identified during the period after a boat finishes a particular race and the time at which the preparatory signal of the subsequent race is given, then the crew of that boat should:

(i) Hail the appointed on-water technical support boat (if present) to signal that they require assistance, or notify the race committee boat of their intention to rectify the issue. Any work carried out on rectifying an issue onboard a boat must be done so in close proximity of an event appointed race official.

C.2.2 MEMBERSHIP

For all National Championships, World Championships and Continental Championships the **crew** shall be a member of his/her NCA. If there is no NCA then the **crew** must be a member of the ICA.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

(a) The boat shall be equipped with a **personal flotation device** (PFD) for each crew member to the minimum standard ISO 12402-5, Level 50, USCG Type III, AS 4758 or equivalent.

(b) The crew shall wear, at all times while afloat and except briefly while changing or adjusting clothing or personal equipment, their personal flotation device (PFD).

C.3.2 OPTIONAL

(a) Each **crew** member may wear a helmet that shall be to the minimum EN1385 or EN1077 standard or equivalent. The wearing of helmets 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 standards as listed in C.4.1(a). The wearing of body protection may be made mandatory by the Notice of Race and/or Sailing Instructions.

C.4 ADVERTISING

a) Except as modified by these rules, advertising is permitted in accordance with World Sailing Regulation 20 (advertising code).

B) Vinyl or other plastic film or paint may be added to the hull above the chine, 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 inside the boundary layer.

C) Vinyl or other plastic film or paint may be added 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 air inside the boundary layer.

D) Any advertising on the mainsail will only be displayed in the area between the 1st and 2nd short battens from the foot and forward of

national letters and flags, as shown in the drawing in C.9.8. 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.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

The following equipment shall 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) A mast head float as supplied with the boat by the LM

(b) A floating towline of no less than 10 metres should be fitted to the towing eye on the bow of the boat, with the rest of the line stowed onboard and easily accessible when required.

(c) An LM supplied Cloth Tiller Cover must be fitted at all times whilst racing.

C5.2 OPTIONAL

The following optional equipment may be used and attached to the hull and/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) A VHF radio, solely for emergency communications

(d) Bags, clips, ties, hook and loop fastening systems 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 and NOR for the event.

(f) GPS tracking and data recording devices.

(g) Camera/s 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 *racing*; it may be used for producing broadcasts to the general public during *racing* but it will not be viewed or used by the **crew** during *racing*.

(h) Up to 2 mechanical wind indication devices may be fitted to the mast.

(i) 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, and can be removed without damage to the **boat**.

(j) 1 additional mast head float, with a volume of no less than 5 and no more than 50 Litres

C.5.3 CUSHIONS

(i) A cushion not exceeding 100 mm in thickness and not exceeding the size of the surface area of the sitting surface and maximum weigh of ..... of the seat with which it is being used, is permitted under the class rules, the seating area of a seat being defined as the surface upon which the base of the trunk of a sailor (helm or crew) rests when in their 'seated' position.

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** or any other Originally Supplied equipment other than as specifically permitted in these Class Rules is prohibited.

C.6.1.3 MODIFICATIONS

The following are permitted, without approval, on all boats except those provided as supplied equipment for a specific event, 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, this being defined as the application of cutting compounds with or without a lubricating agent, in order to reduce surface roughness.

(b) **Lubricating** of fittings, mast track, sail bolt rope 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) Shock cord of maximum diameter 6mm to retract or reduce slack in ropes when released / un-cleated, or for centralising the tiller.

(h) Any of the mainsheet blocks may be replaced by a ratchet block of similar size to the block as Originally Supplied.

(i) 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 shock cord 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) Replacement 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.

(i) Blocks
(ii) Drainage Bungs / Plugs
(iii) Cam and clam cleats (but only on a like for like basis)
(iv) Control lines, running rigging, ropes and lashings.
(v) Main Halyard maximum purchase ratio 1:1
(vi) Main sheet
(vii) Rudder downhaul lines
(viii) Keel retaining strap
(viii) Shackles, swivels, clips and pins

(d) The breather and drainage holes shall all remain open, operational and unrestricted.

C.6.2 SUPPLIED EQUIPMENT

Where Boats and/or equipment are supplied for a racing event:

(a) Competitors shall use the equipment as supplied.

(b) Competitors may use their own compass, seat/s, joystick/s 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 except in the case of a repair.

(e) The use of waxes, polishing compounds or similar is prohibited. Competitors may, if they so choose to, wash their boat only with eco-compatible detergent and water.

(f) Plastic tape, shock cord or similar may be used in accordance with these Class Rules.

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

C.7.2 LIMITATIONS

(a) Only one **hull** shall be used in any one event, except when lost or damaged beyond repair.

(b) Any replacement shall only be made with the approval of the Event Technical Committee or, in its absence, the Race Committee.

C.8 HULL APPENDAGES

C.8.1 LIMITATIONS

(a) The **keel** shall be secured in the fully down position at all times whilst afloat, using both the stainless steel drop-nose retaining pin and Velcro™ strap keel retainer, with a physical check made of the drop-nose part of the keel retaining pin to ensure it is in its correct orientation.

(b) The **twin rudders** shall be secured in the fully down position at all times whilst racing.

C.8.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Modifications, maintenance and repair** may be carried out but only in accordance with these Class Rules.

(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.

(f) 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.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Modifications, maintenance and repair** may be carried out but only in accordance with these Class Rules.

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 of a 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 Guide.

(ii) The mainsheet shall be led to and used from where it exists the swivel jammer fitting on the control console.

C.9.4 Only one set of **spars** shall be used in any one event, except when lost or damaged beyond repair.

a) Any replacement shall only be made with the approval of the Event Technical Committee or, in its absence, the Race Committee.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Modifications, maintenance and repair** may be carried out but only in accordance with these Class Rules.

(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.

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.

C.10.3 USE

(a) A halyard shall be used to hoist and lower all sails and, with the exception of the Jib sail which is controlled via a furling system when in use, the halyard must permit hoisting and lowering of the sail whilst afloat. The mainsail luff bolt rope shall be in the mast track when the mainsail is hoisted.

C.10.4 MAINSAIL

(a) IDENTIFICATION

(i) 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 as shown in the drawing in C.9.8..

(ii) 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 country which the crew represents shall be used. When used, the national letters shall be displayed in the position shown in the drawing in C.9.8.

(iii) 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 if so required by the NOR or SI.

(b) NATIONAL FLAGS

(i) Where stipulated in the NOR or SI, all teams when racing in a World Championship or Continental Championship event, shall display the national flag of the country which the crew represents below the national letters and above the 1st batten pocket from the foot, as shown in the drawing in C.9.8..

(ii) Flags shall only be ordered and purchased through the ICA or, if specified in the NOR, the event hosts. The supplied flag stickers shall not be trimmed or cut prior to application.

C.10.5 Sail numbering, lettering and country flag position.


RS venture
1234
SPONSOR LOGOS
GBR


300mm sail numbers
60mm
60mm
60mm
60mm
60mm


60mm
60mm
60mm
60mm
60mm
GBR


GBR
minimum 60mm
minimum
60mm

C.10.9 Only one set of **sails** 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 Event Technical Committee or, in its absence, the Race Committee.

Section D – Hull

D.1 MANUFACTURER

a) All parts of the hull and its associated fittings are to be produced by the LM unless otherwise specified in the class rules.

b) The hull shall be built by a manufacturer approved and licensed by the **LIC.**

c) All production moulds shall be taken from the master plug and shall be approved by the **LIC** and **WS**.

D.2 IDENTIFICATION

a) Each **hull** shall feature one moulded HIN (Hull Identification Number), found on the transom of the hull of the boat.

D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

a) All materials, their construction and dimensions shall comply with those as stated by the **LM**

D.4 SEATING

(a) Seats used within the Seated Control System (SCS) configuration of the RS Venture Connect shall conform to the following **LM** design specifications:

Maximum height of the backrest of the seat when measured perpendicular to the cockpit floor: 750mm

Maximum width of the seating surface of the seat when measured perpendicular to the centreline of the boat and in the horizontal plane: 400mm

Total weight, including seat base / pedestal and fastenings: 8kg +/- 100g

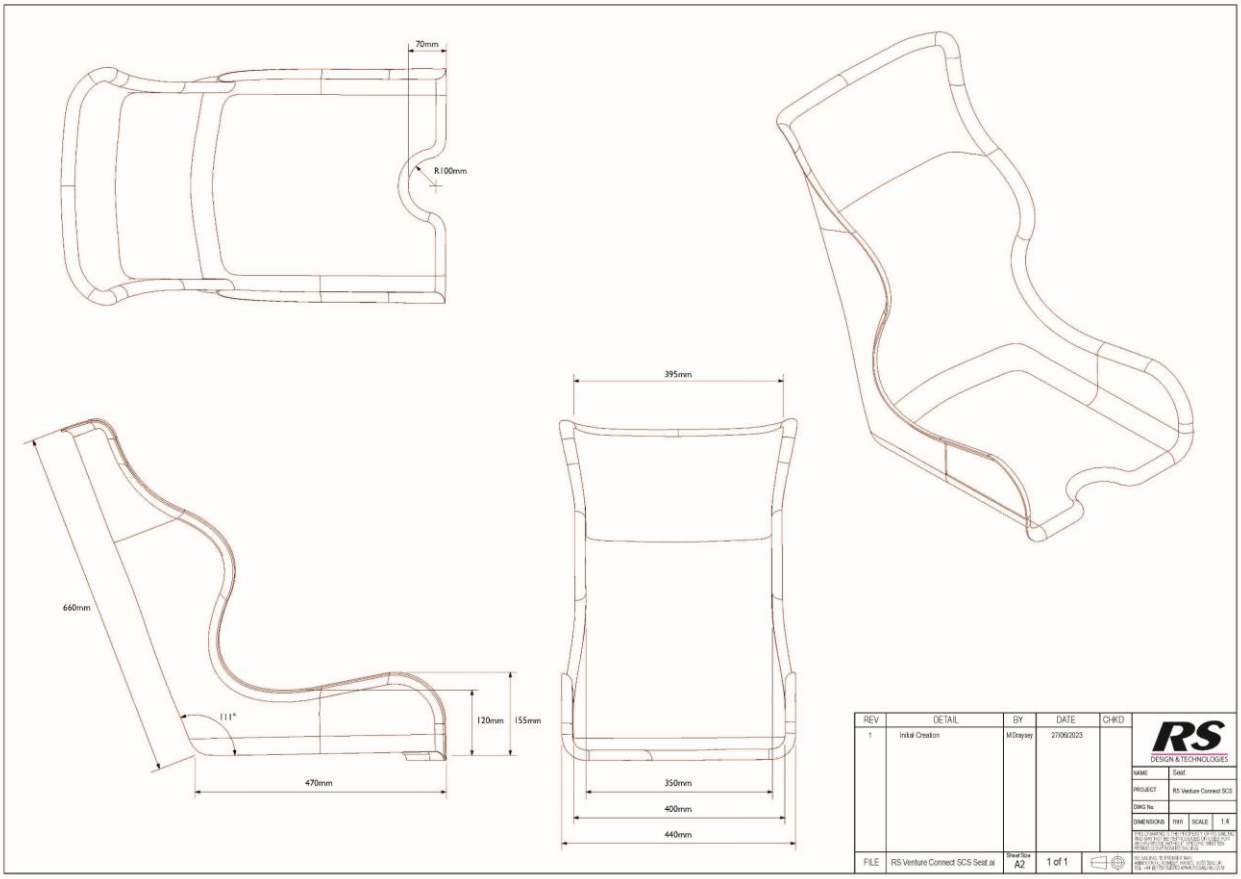
The height of the Centre of Gravity of the seat, including seat base unit and fastenings, shall not be less than 220mm above the centerline of the transverse seat attachment bars.

The sides of the seat shall have a minimum height of 120mm when measured parallel to the seating surface of the seat.

The front facing corners of the seat sides should not have a radius larger than 75mm

(c) Each seat shall be mechanically attached to a seat base unit supplied by the LM. The seat base unit shall be fitted to the boat using the tracks supplied by the LM and fixed in place with the seat securing system provided so that the seat cannot become detached while the boat is sailing.

(d) When seats are fitted, foot rest bars supplied by the LM shall also be fitted.



D.5 MAINSHEET

a) A mainsheet and control line console unit, supplied by the LM, shall be fitted in the rearmost socket aft of the keelbox.

b) The mainsheet shall be controlled either manually via the 'jammer' (cleat on a swivel base) on the 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 positions specified in the manufacturer provided rigging guide.

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

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) Tiller connecting bar

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

All materials, their construction and dimensions shall comply with those as stated by the **LM**

E.4 All **hulls,** and **hull appendages** shall only be manufactured by a **LM** (and only to the extent permitted by the licence) and only supplied by the LM or an RS Sailing authorised distributor

E.5 Chips and scratches in the **hull**, deck and **hull appendages** may be filled. (Advisory note: refinishing and fairing of the **hull** and **hull appendages** is not permitted except to the extent required for localised repair according to this rule.)

E.5 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 Event Technical Committee or, in its absence, the Race Committee.

E.6 STEERING

a) 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 handle part of the joystick that is held by the crew during sailing, shall be supplied by a **LM** and all equipment shall be fitted in the standard positions at all times while afloat, as described within the manufacturers rigging guide..
c) Manual joystick handles may be from any manufacturer and shall conform to the following specifications:

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, the dimensions of which shall be:
Overall length: Minimum 300mm / Maximum 340mm
Overall width: Minimum 20mm / Maximum 300mm

Tube diameter (INTERNAL) at bottom to fit over joystick receiving tube:

21.5mm

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 as described by the manufacturer provided rigging guide.

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) Standing rigging (e.g. Shrouds and stays)

(d) Running rigging (Halyards, sheets and control lines)

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

All materials, their construction and dimensions shall comply with those as stated by the **LM**

F.4 All mast sections and boom shall only be manufactured by a **LM** (and only to the extent permitted by the licence) and only supplied by the **LM,** or an authorised distributor

Section G – Sails

G.1 MANUFACTURER

a) Sails shall be manufactured in compliance with Class Rules A.11 & B.2 above.

b) All **sails** shall only be manufactured by a **LM** (and only to the extent permitted by the licence) and only supplied by the **LM** or an RS Sailing authorised distributor

G.2 Only battens supplied by the **LM** shall be used.

G.2 PARTS

World Sailing Jib, World Sailing Mainsail and World Sailing Spinnaker

G.3 MATERIALS, CONSTRUCTION, AND DIMENSIONS

All materials, their construction and dimensions shall comply with those as stated by the **LM**

G.4 Only battens supplied by the **LM** shall be used.

G.5 INSIGNIA

(i) The Class Insignia shall be the RS Venture Connect class insignia as prescribed by the LIC, and displayed below:



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