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# Class Rules

## International RS:X Class Association



The RS:X was developed by Neil Pryde Limited in 2004

sport / nature / technology



# INDEX

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Introduction .....	3	E.3 Materials, Construction and Dimensions .....	13
<b>PART I – ADMINISTRATION</b>			
<b>Section A – General</b>			
A.1 Language .....	4	F.1 General .....	13
A.2 Abbreviations .....	4	F.2 Materials, Construction and Dimensions .....	13
A.3 Authorities and Responsibilities .....	4	F.3 Fittings .....	13
A.4 World Sailing Rules .....	4	<b>Section G – Sails</b>	
A.5 Amendments to Class Rules ...	4	G.1 Parts .....	14
A.6 Interpretations of Class Rules .....	4	G.2 General .....	14
A.7 Sail Numbers .....	4	G.3 Materials, Construction, and Dimensions .....	14
A.8 Licensed Manufacturers .....	4	G.4 Fittings .....	14
<b>Section B – Equipment Eligibility</b>			
B.1 Certificate .....	5	Part III – Appendices	
B.2 Event Inspection .....	5	<b>Section H – Hull Weight</b>	
B.3 Event Limitation Marks .....	5	H.1 Hull Weighting .....	15
<b>Part II – Requirements and Limitations</b>			
<b>Section C – Conditions for Racing</b>			
C.1 General .....	6		
C.2 Crew .....	6		
C.3 Personal Equipment .....	7		
C.4 Portable Equipment .....	7		
C.5 Advertising .....	7		
C.6 Hull .....	7		
C.7 Hull Appendages .....	9		
C.8 Rigs .....	9		
C.9 Sails .....	11		
<b>Section D– Hull</b>			
D.1 General .....	12		
D.2 Materials, Construction and Dimensions.....	12		
D.3 Fittings .....	12		
<b>Section E – Hull Appendages</b>			
E.1 Parts .....	13		
E.2 General .....	13		

# INTRODUCTION

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The RS:X is a sailboard developed by Neil Pryde Ltd.

RS:X hulls, hull appendages, rigs and sails shall only be manufactured by Neil Pryde Ltd or IRSXCA appointed manufacturers. Such equipment is required to comply with the RS:X construction manual and is subject to a World Sailing approved manufacturing control system.

A hull, a hull appendage, a rig or a sail may, after having left the licensed manufacturer, only be altered to the extent permitted in Section C of these class rules.

Owners and crews should be aware that compliance with rules in Section C is not checked as part of the factory based fundamental measurement process.

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

The RS:X is a one-design with a strict set of class rules, which are written to ensure that sailors go sailing instead of modifying the equipment. The RS:X Class is based on finding the most skilful sailor, and discourages those trying to find a way around the rules to give an advantage.

These Class Rules promote the standard equipment as designed by Neil Pryde and any of the limited permitted changes to the equipment are designed to ensure longevity and increase the enjoyment of sailing the board.

If you feel you wish to change something on an RS:X – STOP! The chances are that it may not be permitted and is illegal. You are strongly advised to consult with a Class Measurer before proceeding.

This introduction provides an informal background and is not part of the RS:X class rules.

# PART I – ADMINISTRATION

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## 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 word “shall” is mandatory and the word “may” is permissive.

### A.2 ABBREVIATIONS

- A.2.1 WS                    World Sailing  
MNA                    World Sailing Member National Authority  
NCA                    National Class Association  
IRXCA                  International RS:X Class Association  
ERS                    Equipment Rules of Sailing  
RRS                    Racing Rules of Sailing

### A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The International Authority of the Class shall be the World Sailing, which shall co-operate with IRXCA in all matters concerning these **class rules**.
- A.3.2 Neither World Sailing nor the IRXCA accept any legal responsibility in respect of these **class rules** or any claim arising therefrom.

### A.4 WORLD SAILING RULES

- A.4.1 These **class rules** shall be read in conjunction with the ERS.
- A.4.2 Except where used in headlines, when a word is printed in “**bold**” type, the definition in the ERS applies, and when a term is printed in “*italic*” type the definition in the RRS applies.

### A.5 AMENDMENTS TO CLASS RULES

- A.5.1 Amendments to these **class rules** require the approval of the World Sailing after adoption by a simple majority of the delegates’ vote in a general meeting of the IRXCA. Only delegates ‘in good standing’ in accordance with the IRXCA Constitution are eligible to vote.

### A.6 INTERPRETATION OF CLASS RULES

- A.6.1 Interpretations of these **class rules** shall be made by the World Sailing, which in coming to its decision shall consult the IRXCA.

### A.7 SAIL NUMBERS

- A.7.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If their owner's MNA is administering the Class, the owner shall apply to his/her MNA for a sail number; otherwise he/she shall apply for a sail number to his/her NCA.

### A.8 LICENSED MANUFACTURERS

- A.8.1 RS:X equipment shall be manufactured by Neil Pryde Ltd. (except as otherwise stated in these **class rules**) or by other manufacturers appointed and licensed by IRXCA in consultation with the World Sailing referred to as licensed manufacturers in these **class rules**.

## Section B – Equipment Eligibility

For equipment to be eligible to be used for *racing*, the rules in this section shall be complied with.

### B.1 CERTIFICATE

B.1.1 **Hull certificates** are not issued.

### B.2 EVENT INSPECTION

#### B.2.1 GENERAL

- a) For the purpose of RRS 78, **crews** are considered to be the owners.
- b) The role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for Inspection. Should this comparison reveal deviation greater than the Equipment Inspector considers to be within manufacturing tolerances, this should be reported to technical representatives of World Sailing and IRSXCA for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner may present alternative equipment for Inspection.

### B.3 EVENT LIMITATION MARKS

B.3.1 All items of a **crew's** equipment which are subject to control, as per the schedule on the Regatta Measurement Control Form, and which require **event limitation marks** shall be so marked.

B.3.2 Some items of equipment may receive two **event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.

## PART II – REQUIREMENTS & LIMITATIONS

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The **crew** and his/her equipment shall comply with the rules in this Part when *racing*. Inspection to check conformity with the rules of Section C is not part of **fundamental measurement**.

The rules in Part II are **closed class rules**. Inspection shall be carried out in accordance with the ERS except where varied in this Part.

### Section C – Conditions for Racing

#### C.1 GENERAL

##### C.1.1 RULES

- a) The following ERS shall not apply: A.2 Certificate
- b) The following RRS shall not apply: B.9 Setting, Sheeting and Changing Sails.

##### C.1.2 SAFETY AND LIFE-SAVING EQUIPMENT

- a) In accordance with RRS 1.2 the following provision is made: Competitors are not obliged to carry personal life saving equipment (flotation devices) on board unless RRS 40 applies, in which case the **personal flotation devices** shall be worn. If used, the **personal flotation device** shall conform to the minimum standard of ISO 12402-5. Alternative or additional standards may be prescribed in the Notice of Race.
- b) Each competitor shall carry at all times a SOLAS approved whistle.

##### C.1.3 DEFINITIONS

The following definitions are applied for these Class Rules where the term is used.

- a) **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.
- b) **REPAIR** - Corrective action following unintended damage to a component. Repairs shall be carried out using permitted/approved materials. 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.

#### C.2 CREW

##### C.2.1 LIMITATIONS

The **crew** shall consist of one person.

##### C.2.2 MEMBERSHIP

No **crew** is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of the IRSXCA.

##### C.2.3 DIVISIONS

- a) **Gender Divisions**
  - i) Men (A)
  - ii) Women (B)

b) **Age Divisions**

Division C and any associated rules shall only be applicable where Division C is invoked within the event Notice of Race and Sailing Instructions.

- i) Youth (C) - under the age of 19 years on 31 December of the current year.

**C.3 PERSONAL EQUIPMENT**

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 (a) **Optional**

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the following may be carried on board:

- i) A harness
- ii) A container for holding beverages in accordance with RRS Appendix B 50.1(a).
- iii) An electronic or mechanical timing device.
- iv) A heart rate monitoring device.

C.3.2 (b) **Total weight**

- i) Clothing and equipment including harness, but excluding beverage container, worn or carried by the **crew** shall not weigh more than 6kg when weighed in accordance with RRS Appendix H.

**C.4 PORTABLE EQUIPMENT**

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.4.2 Recording equipment, tracking devices and associated attachments, where permitted by the Notice of Race and/or Sailing instructions and removable for weighting

**C.5 ADVERTISING**

C.5.1 Advertising as chosen by the crew is permitted as restricted by World Sailing Regulation 20 Advertising Code:

<http://www.sailing.org/documents/regulations/regulations.php>

**C.6 HULL**

C.6.1 LIMITATIONS

- a) Only one **hull** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacing **hull** and remove or deface any **event limitation mark** attached to the replaced **hull**.
- b) A maximum of 9 and a minimum of 5 foot straps either the original version (model GNPRXFS) and/or the new design (model GNPRXFSL) by a licensed manufacturer, shall be fitted to the existing inserts using any stainless steel screw and washer. Foot straps shall be fitted with at least one screw and washer at each end. The foot straps may be changed or replaced during an event.
- c) Only **hulls** with the serial number of NP8RSX08020020 (serial number #020) or later shall be used by A and B divisions and may be used by the C division at Sailing World Cup, World or Continental Championships. (See C.2.3).
- d) The pivot and rotation limit pin on the centreboard shall be permanently fixed in place as supplied.

### C.6.2 HULL WEIGHT

- a) The weight of the **hull** with only the fittings listed below and the attachments associated to these and **centreboard** shall not be less than 17.20 kg:
  - The complete mast track
  - Centreboard support plates
  - Gasket assembly
  - Air ventilation screw
- b) **Corrector weights** installed at the factory shall not be altered.
- c) The **hull** may be weighed wet after a minimum of 10 minutes standing vertically on its aft edge.

### C.6.3 MAINTENANCE

- a) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics remain legible.
- b) Any lubricant may be used on the mast track assembly and the gaskets
- c) The ventilation screw shall be removable.
- d) The hull may be lightly sanded and/or polished

### C.6.4 MODIFICATIONS

- a) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- b) The centreboard trailing edge protector and associated screws may be replaced with any webbing retaining strap not less than 25mm wide and not less than 135mm long and any two screws using any existing screw holes. Any existing screw holes that are not used may be filled.
- d) Extra attachment holes may be added to the footstrap. Footstraps may be taped.
- f) The gap between the centreboard hull gasket and hull may be filled and faired. The centreboard hull gasket screw holes may be filled and faired.
- g) Additional material may be added to the inside of the centreboard slot. It shall only be attached with glue or tape. The added material shall not touch or affect the gasket assembly.
- h) Footstrap insert holes may be filled.
- i) The mast track elastic may be removed.

### C.6.5 REPAIRS

- a) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
- b) The manufacturers graphics printed on the inner layer of the film shall not be affected except in the case of the result of local repairs to unintentional damage. The Notice of Race or Sailing Instructions for events other than the Sailing World Cup, World and Continental Championships for divisions A and B may amend this rule.
- c) Repairs to the **hull** shall only be carried out on a like for like basis except that repairs made during an event, for that event only, may be made using any materials provided that the hull weight and shape is not affected.
- d) Footstrap inserts may be repaired using additional inserts of any material provided that the main function of the repair is to retain the footstrap screw only.



## C.7 HULL APPENDAGES

### C.7.1 LIMITATIONS

- a) Male competitors shall use the 660mm **Fin**. Female competitors shall use the 600mm **Fin**. Competitors in the Youth division shall use the 600mm **Fin**.
- b) The **centreboard** shall be carried in the centreboard case at all times when *racing*.
- c) Only one **centreboard** and one **fin** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacing **hull appendage** and remove or deface any **event limitation mark** attached to the replaced **hull appendage**.
- d) (i) At Sailing World Cup events, World Championships, European Championships and any Olympic qualification events, Divisions A and B shall only use the Mark 3 **fin** and Mark 2 **centreboard**.  
(ii) Division C shall only use the Mark 2 or 3 **fin** and Mark 2 **centreboard**. The Notice of Race or Sailing Instructions for an event may also permit the addition of a Mark 1 **fin** to this rule.

### C.7.2 MAINTENANCE

- a) **Hull appendages** may be lightly sanded and/or polished providing that the essential shape and characteristics of the **hull appendage** are not affected.
- b) Any lubricant may be used within the centreboard cassette.

### C.7.3 MODIFICATIONS

- a) The **hull appendages** shall not be altered in any way except as permitted by these class rules.
- b) The fin root may be sanded and/or shimmed to fit the box. The gap between the fin root and the **hull** may be filled and faired. The filling or fairing material may not extend beyond the surface of the **hull**.
- c) The **centreboard** or centreboard plates may be shimmed to fit the centreboard case.

### C.7.4 REPAIRS

- a) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- b) The manufacturer's graphics printed on the **hull appendages** shall not be affected except in the case of local repairs to unintentional damage. The Notice of Race or Sailing Instructions for events other than Sailing World Cup, World and Continental Championships for divisions A and B may amend this rule.

## C.8 RIGS

### C.8.1 LIMITATIONS

- a) Only one **rig** may be used during an event, except when an item has been lost or unintentionally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacing item and remove or deface any **event limitation mark** attached to the replaced item.
- b) Bottom sections of the **mast spar** with serial number (s/n) equal or higher than 629545 (490 mast) and 629932 (520 mast) shall be combined with top sections with s/n equal or higher than 629545 (490 mast) and 629932 (520 mast). Bottom sections of the **mast spar** with s/n lower than 629545 (490 mast)

and 629932 (520 mast) shall be combined with top sections with s/n lower than 629545 (490 mast) and 629932 (520 mast), or top sections without s/n when manufactured. The s/n shall be in a readable condition.

- c) Serial number of a bottom section does not have to match the serial number of a top section
- d) At Sailing World Cup, World and Continental Championships, Divisions A and B shall only use the RSX EVO **mast**. The Notice of Race or Sailing Instructions for an event may also permit the use of any RS:X **mast**.

#### C.8.2 MAINTENANCE

- a) The **boom spar** grip may be replaced only with an RS:X grip supplied by the licensed manufacturer.
- b) Any lubricant may be used on the outhaul and downhaul.
- c) Any adhesive tape may be added to the **boom spar** in the immediate area around the boom clamp at the front end of the **boom spar**.
- d) Any removable adhesive tape may be added to the **mast** or spigot, within 100mm from the joint and 100mm from the bottom of each mast section.

#### C.8.3 MODIFICATIONS

- a) The **rigs** shall not be altered in any way except as permitted by these **class rules**.
- b) The **mast spar** shall be lengthened using the RS:X mast extension.
- c) Any uphaul system may be fitted.
- d) Any safety line or device to secure the **rig** to the **hull** may be fitted.
- e) Any adjustable downhaul system having not more than an 8:1 mechanical advantage may be attached to the tail of the licensed manufacturer's 4:1 downhaul unit.
- f) Any adjustable outhaul system may be used and any block may be fitted to the clew of the sail. The system may use any number of blocks, ropes or pulley systems.
- g) The surface of the **boom spar** grip may be roughened using abrasive material.
- h) Any harness lines may be used.
- i) Cleats pulleys and ropes may be replaced by any of equivalent size and type.
- j) Additional material added to the boom spar on top of the boom spar grip in the area immediately around the outhaul cleat as supplied by the licensed manufacturer is permitted. The material for the additional grip covered by this rule is optional.
- k) In addition to the timing device listed in C.3.2(a)(iii), an additional electronic or mechanical timing device may be attached to the **rig**.
- l) Additional ropes or **rigging** may be added to the boom spar for the storage of **personal equipment** or other permitted items.
- m) For the purpose of trimming marks, removable tape or other removable adhesive film may be added to the **mast spar** in the area around the mast sleeve cut out on the **sail**.

#### C.8.4 REPAIRS

- a) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

## C.9 SAILS

### C.9.1 LIMITATIONS

- a) Male competitors shall use the 9.5m<sup>2</sup> Sail. Female competitors shall use the 8.5m<sup>2</sup> Sail. Competitors in the Youth division shall use the 8.5m<sup>2</sup> Sail.
- b) Only one **sail** may be used during an event, except when a **sail** has been lost or unintentionally damaged beyond repair. Such replacement may be made only with a **sail** of the same size and with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacing **sail** and remove or deface any **event limitation mark** attached to the replaced **sail**.
- c) Battens one to seven shall be placed in their corresponding **batten pocket**, batten one nearest the **head**. Camber inducers shall be used in pockets 5 and 6.
- d) At Sailing World Cup events, World Championships, European Championships and any Olympic qualification events, Divisions A and B shall only use **sails** with the serial number between #200510420 and #2005106129 and #200510650 or later.

### C.9.2 SAIL IDENTIFICATION

- a) National Letters and Numbers

The national letters and sail number shall be black in colour and applied “back to back” on an opaque white background to the **sail** immediately above batten 4 and as close to the **leech** as possible. The opaque background shall extend a minimum of 30 mm beyond the national letters and sail number. In all other respects they shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.

- b) Division Identification

At events where the organising authority specifies the use of identification of division, the identification shall be displayed on the **sail** above the class insignia. The minimum height of the display shall be 230 mm. The division and displays shall be:

RS:X YOUTH - BOYS	Black Triangle (pointing down)
RS:X YOUTH – GIRLS	Red Triangle (pointing up)

- c) National Flags

For Sailing World Cup, World and Continental Championships of Divisions A and B, the National flag of the competitor shall be displayed on both sides of the **sail** between battens 4 and 5. The material depicting the flag shall self-adhesive and be placed back to back within 100mm of the **leech**. The flag area shall be a minimum of 6000sq cms and the aspect ratio of the flag shall not be altered. The national flag shall be clearly discernable on both sides of the **sail**. The Notice of Race or Sailing Instructions of an event may amend this rule.

### C.9.3 MAINTENANCE

- a) Any lubricant may be used on the camber inducers.

#### C.9.4 MODIFICATIONS

- a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**.
- b) Any self-adhesive patches may be attached to the **sail** adjacent to the **boom spar**.
- c) Any number of RS:X camber inducer spacers, supplied by the licensed manufacturer may be used in each camber inducer.
- d) Battens, camber inducers and camber inducer spacers may be replaced. Such replacements shall be made on a 'like for like' basis using fittings supplied by the licensed manufacturer.
- e) Battens 5 and 6 may be covered with transparent adhesive tape. Any tape applied shall not affect the bend or performance characteristic of the batten.
- f) Batten tubes may be shortened at the outer end.

#### C.9.5 REPAIRS

- a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**.
- b) Where a **sail** repair requires the replacement of a sail panel, or where a **sail** repair involves a seam and/or a **batten pocket** over its complete length, the **sail** shall not be eligible for use at Sailing World Cup, World or Continental Championships for Divisions A or B.

### Section D – Hull

#### D.1 GENERAL

##### D.1.1 MANUFACTURERS

- a) The **hull** and fittings shall be manufactured by a licensed manufacturer.
- b) The **hull** shall be produced by using moulds in the possession of the licensed manufacturer.

##### D.1.3 IDENTIFICATION

- a) The **hull** shall carry a manufacturers serial number displayed just aft of the rear centreplane footstrap mounting plates or displayed on the hull centreline just in front of the mast track

#### D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the RS:X construction manual.

#### D.3 FITTINGS

- a) Mast track complete
- b) Centreboard support plates
- c) Centreboard cover
- d) Gasket assembly
- e) Foot straps
- f) Air ventilation screw

## Section E – Hull Appendages

### E.1 PARTS

- a) 660 mm **Fin**
- b) 600 mm **Fin**
- c) **Centreboard**

### E.2 GENERAL

#### E.2.1 MANUFACTURERS

- a) **Hull appendages** shall be manufactured by a licensed manufacturer.
- b) Moulds shall be made from master plugs, made from the master files, in the possession of the licensed manufacturer appointed by IRSXCA. and shall be approved by World Sailing.

#### E.2.2 IDENTIFICATION

- a) The **centreboard** shall have a serial number moulded in by the licensed manufacturer.
- b) The **fin** shall have a serial number moulded in by the licensed manufacturer.
- c) The **fin** and **centreboard** shall carry the "RS:X Racing" logo as applied by the licensed manufacturer.
- d) (i) Mark 1 appendages shall be identified by a grey RS:X logo.  
(ii) Mark 2 appendages shall be identified by a yellow RS:X logo.  
(iii) Mark 3 fin shall be identified by a green RS:X logo.

### E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the RS:X construction manual.

## Section F – Rigs

### F.1 GENERAL

#### F.1.1 MANUFACTURERS

**Masts, booms** and fittings shall be manufactured by a licensed manufacturer.

#### F.1.2 IDENTIFICATION

- a) The **mast spar** top and bottom sections and the **boom spar** shall carry the manufacturer's identification as applied in the factory.

### F.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the RS:X construction manual.

### F.3 FITTINGS

- a) A **mast** extension.
- b) A Universal joint.
- c) A Deck plate.

## **Section G – Sails**

### **G.1 PARTS**

- a) 9.5 m<sup>2</sup> **sail**
- b) 8.5 m<sup>2</sup> **sail**

### **G.2 GENERAL**

#### **G 2.1 MANUFACTURERS**

**Sails** and fittings shall be manufactured by a licensed manufacturer.

#### **G 2.2 IDENTIFICATION**

- a) Sails
  - i) The Class insignia shall be applied by the licensed manufacturer.
- b) Battens
  - i) Battens shall have a unique Identification graphic applied by the licensed manufacturer and be numbered 1 to 7 according to position in the **sail** from the **head**.

### **G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

Shall comply with the RS:X construction manual

### **G.4 FITTINGS**

- a) Battens
- b) Camber inducers
- c) Spacers for Camber inducers

## PART III – APENDICES

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### Section H – Hull Weighting

#### H.1 Hull Weighting – Wet

Where an **Equipment inspector** chooses to apply C.6.2(c), the following procedure shall be applied.

The **hull** shall be presented for this test in the condition as prescribed in C.6.1, which shall require the foot straps and any centreboard covers to be removed. The ventilation screw shall be in place for the test.

The **hull** shall be put into water and left unaided to float for 30 seconds. The hull shall then be turned over and left to float unaided for a further 30 seconds.

Once complete, the **hull** shall be stood vertically on its aft end for a period of 10 minutes. After the 10 minutes the **hull** shall be re-weighed.

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