Dear Jaime,

Having finally received some comprehensive feedback from Juergen Cluytmans (see below) about the areas of the RS21 Class Rules which were felt by some members of the Equipment Committee to be needing adjustment in order for the rules to be considered to be in-line with what is required of a WS Class, we have made the changes that we hope will enable the WS Equipment Committee to review the Class Association application which was deferred by the committee at the 2020 Annual Conference, to be reviewed at the Mid-year meeting in May 2021.

Please can you ensure that this updated set of class rules (attached in both PDF and WORD document format) is added to the Committee Agenda for review at the mid-year meeting.

If you have any questions on the information below or in the attached document, please do ask and I will be happy to help.

Notes regarding update to RS21 Class Rules after receiving feedback from Juergen Cluytmans:

Index: Now simplified and on 2 pages
A.2 Definitions: Removed reference to LIC
A.2.2 Deleted
A.7 Removed LIC reference in keeping with the advice given
A.9 Followed advice. Only first sentence remains.
C.1.2 Numbering format changed to roman numerals
C.3.2 Update to classification of ‘driver’ and also event duration
C.3.4 Owners not able to charter more than 1 boat at an event
C.5 Formatting changed to roman numerals
C.5.3 Number format added
C.5.4 Number format added
C.6.2 Was originally C.6.1.5
C.6.3 was originally C.6.1.6
C.13. Changed from Mainsail Identification to just Identification
C.13.8 Same content but separated into 4 points to afford a clearer presentation
Section G – New section covering rules regarding sails. This includes clearer information as to the manufacturing and measurement of the specific.

Comments from Juergen Cluytmans regarding areas of the previous version of the RS21 Class Rules which needed to be reviewed:
1. The adoption of the ERS in the current RS21 rules showed signs of ‘conflict’ with the ERS definitions as the RS21 rules seemed to ‘define their own’.
   - In A.1 Language it is recommended to add a clause A.1.3 that explains the use of “bold” and “italics”. (despite being already further down the document)
   - A.2.1 - you shall not define “boat” again
   - A.2.2 – maintenance & repair terms shall not be defined again – in the C.7 section of the ERS 2021-2024 they have been defined (following submission 120-18)
   - See also C.6

2. The RS21 rules seemed to ‘define their own’ procedures for making / changing class rule changes and definitions.
   - A.7.1 shall not say “and LIC in consultation with the ICA”.
   - The standard phrase “Amendments to these Class Rules are subject to the approval of World Sailing in accordance with the World Sailing Regulations.” is enough.
   - A.9 shall be limited to the phrase “Interpretations of these Class Rules shall be made in accordance with World Sailing Regulation 10.”
   - B.3 provides interpretation procedure info for events which is not according the WS Regulations

5. Some key appendices of the RS21 rules appear to be missing.
   - Section C refers to Annex 1 & 2 which aren’t available in the Class Rules
   - Section D refers to Annex 2 which isn’t available in the Class Rules
   - >> Replaced all with Annex 1 in C.10 of the 2020 v1.2 edition, again missing?

6. In terms of ‘establishment’, the RS21 class rules do not reflect ‘standard use’ of the boats and the categorised competitors the class rules speak of instead.
   - Section C considers professional sailors – the sub-committee questioned this as it was seen more a college type sailing competition (team racing / match racing)

# other notes
#.1 - In the introduction/general – I would speak about RS 21 hulls, ..., rigs and ... as it is seen as a statement for all boats of the class together rather than a single set of equipment.
   I would remove the last two phrases on that same page (Compliance with... undertaken by the LIC,) and replace them by the standard phrase “RS21 hulls, hull appendages, rigs and sails are manufacturing controlled.” Which can be put between the title “general” and the phrase “RS21 hulls, hull appendages, rigs and sails shall only be manufactured by licensed manufacturers.”
#.2 – when describing ICA and NCA, try to be consistent (either both cases RS21 at the beginning or after (inter-)national)
#.3 – no role for the ICA in A.3.1?
#.4 – A.10 refers to a paragraph A.10.3 which doesn’t exist
#.5 – B.1.1 mentions “on the transom” – do you think it is specific enough. Usually when providing such a statement it also includes a bit more detail such as port vs. starboard,...
#.6 – B.1.2 mentions “class association sail sticker”. Is my understanding correct that this is in addition to the royalty badge? Annual renewal vs. risk of loss if no further specification of securing arrangements?
#.7 – B.3 seems to me more a measurement protocol than a class rule and is at the same time quite subjective: “considers being within manufacturing tolerances”, “reference sample of type of equipment” – to be removed from the class rules
#.8 – C.1.1 check references to RRS Appendix G
#.9 – Chapters in section C on “Personal equipment” and “Portable equipment” to be reworded to come to a structure of “Mandatory” vs. “Optional”, and substructure “for use” vs. “not for use”. Keep always the same
order “mandatory” before “optional” to facilitate reading. Also helmets and body protection were seen as overkill for the type of sailing.

Kind regards

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