

# RS Quest Class Equipment Rules (Australia)

## Introduction

- The intent of these equipment rules is to maintain the spirit of one design racing while permitting a limited number of changes to suit the equipment's most common usage.
- These rules recognise that, in Australia:
  - the vast majority of RS Quests are owned by clubs,
  - they are generally used for training, particularly for children and adolescents,
  - this training covers both general sailing and racing, and
  - Australian Sailing's Special Regulations for off-the-beach boats make a number of safety-related recommendations, including for boats used for junior training.
- The permitted changes are described in this document.
- They are categorised as either "Mandatory" or "Optional".
- These rules also specify whether the permitted changes must be implemented in a prescribed manner or whether they may be implemented as the owner determines.

## Related Documents

- "Prescribed Equipment Upgrade Practices"
- "Additional Suggested Equipment Practices"

## Objectives of These Equipment Rules

- Ensure equipment differences are not a significant factor in race competition.
- Minimise costs to participants.
- Address safety requirements.
- Permit incorporation of evolving builder modifications.
- Permit minor modifications to suit the duty cycle of club-owned fleets.
- Permit minor modifications to address priority gear handling issues.
- Permit minor modifications to facilitate particular aspects of race training.

## Approach

- No additions or changes are permitted to the base configuration of the supplier-delivered boat except those specifically stated here.
- The base configuration consists of the hull, rudder, mast, boom, jib and mainsail.
- Changes to These Rules
- Any equipment change which falls outside these equipment rules must be submitted to the RS Quest Association Australia for approval.
- If approved, the change will be incorporated into these rules, and will thereby apply to all boats.

- Any member-club representative intending to propose an equipment change must lodge a formal written proposal supporting the change.
- As a first step, it is expected that any equipment upgrade being proposed is shared verbally with other member-clubs to seek interest and possible support for a formal proposal to be lodged with the association.
- The written proposal shall include:
- advice to the association that such an upgrade is being considered by the member-club,
  - the reason for such an upgrade,
  - the type of fitting or alteration proposed for upgrade,
  - cost and availability of the proposed upgrade,
  - a technical appraisal by industry professionals and the builder's representative,
  - a practical test and demonstration of the proposed upgrade performed for RSQAA Committee members,
  - the perceived impact on the current equipment rules, the class and other member-clubs.

## **Repairs**

- Any repairs must not alter the sailing characteristics of the boat.

## **Substitution of Damaged Equipment**

- If any equipment is damaged during a regatta, competitors may substitute equivalent equipment subject to approval of the race committee.

## **RS Sailing Upgrades**

### Builder Modifications

- In the interests of standardisation, evolving builder modifications to the boats may be applied to older boats.

Change: Optional

Implementation: Must be carried out as per builder modifications.

### Upgrade Packs

- Components from RS Sailing's "Upgrade Pack" may be fitted.  
These comprise upgraded components fitted in later model RS Quests.

Change: Optional

Implementation: Must be fitted as specified by RS Sailing.

## **Hull and Deck**

### Hull Protection

- Collision fenders and other similar collision damage protection devices may be fixed to the hull.

Change: Optional

Implementation: May be implemented as the owner determines.

## Anti-slip Products

- Anti-slip products may be applied to the hull and deck.

Change: Optional

Implementation: May be implemented as the owner determines.

## Sails

- Sails manufactured by RS Sailing will be accepted as passing measurement.
- Sails must not be modified except to affect repairs.

### Furling and reefing

- The jib may be furled at any time.
- The mainsail may be reefed at any time.

## Control Systems

Control systems must not be added, removed, re-positioned, or modified, except as specifically permitted below:

### Mainsheet purchase system

- The purchase of the mainsheet control system may be increased, and the ratchet block may be upgraded.

Change: Optional

Implementation: Must be implemented in the prescribed manner.

### Mainsail outhaul system

- The mainsail outhaul system may be modified to facilitate adjustment while sailing.

Change: Optional

Implementation: Must be implemented in the prescribed manner.

### Mainsail halyard cleating system

- The mainsail halyard cleating system may be upgraded to minimise slippage.

Change: Optional

Implementation: Must be implemented in the prescribed manner.

### Jib halyard cleating system

- The jib halyard cleating system may be upgraded to minimise slippage.

Change: Optional

Implementation: Must be implemented in the prescribed manner.

### Cunningham system

- A Cunningham system may be installed.

Change: Optional

Implementation: Must be implemented in the prescribed manner.

## Fittings

- Equivalent fittings may be substituted (e.g. block for block, jam cleat for jam cleat, cam cleat for cam cleat, bulls eye for bulls eye).

Change: Optional

Implementation: May be implemented as the owner determines.

- These fitting may be heavier or lighter than the originals.
- They must be fitted using the existing mountings in the same locations as the original components.
- They must not alter any performance-determining dimensions of the boat.

## **Lines**

- Lines may be of any diameter, length, and marine quality material.

Change: Optional

Implementation: May be implemented as the owner determines.

## **Righting Aids**

### Masthead Float

- A masthead float must be fitted.

Change: Mandatory

Implementation: Must be fitted as specified by RS Sailing.

### Righting Line

- A righting line may be fitted.

Change: Optional

Implementation: May be implemented as the owner determines.

### Grab Line

- A forward grab line may be fitted.

Change: Optional

Implementation: May be implemented as the owner determines.

### Centreboard Burnishing

- The centreboard surface may be burnished (ie. finely sanded to remove the gloss) to facilitate holding, and/or standing on, the centreboard.

Change: Optional

Implementation: May be implemented as the owner determines.

## **Safety Equipment**

### Tow Line

- A tow line of floating line with a minimum length of 8580mm (ie. twice the length of the boat) must be attached to the towing loop at the stem, and stowed securely.

Change: Mandatory

Implementation: May be implemented as the owner determines.

### Paddle

- A paddle must be carried, and stowed securely.

Change: Mandatory

Implementation: May be implemented as the owner determines.

### **Gear Handling Refinements**

#### Spinnaker Halyard Offset Ring

- An offset ring may be fitted to reduce the likelihood of the spinnaker halyard fouling the halyard cleat during spinnaker retrieval.

Change: Optional

Implementation: May be implemented as the owner determines.

#### Tiller Extension

- The tiller extension may be shortened from its manufacturer-supplied length.

Change: Optional

Implementation: Must be implemented in the prescribed manner.

### **Storage**

- Rope bags and/or gear storage bags may be fitted.

Change: Optional

Implementation: May be implemented as the owner determines.