



RS21 ONE DESIGN WEIGHT EQUALIZATION PROCEDURE

The RS21 International Class board has decided to conduct a weighing process of boats to obtain a tighter One Design element providing a fairer platform for better racing.

The process:

- 1) New boats produced from 2026 will be supplied by the manufacturer at minimum weight.
- 2) Boats produced pre-2026, shall be weighed by an Official Measurer at a time agreed with each national class authority. Boats will be weight equalized using the manufacturer's official weights and marked for future identification.

Weights have been calculated based on data gathered from the manufacturer at point of build and also data gathered at the 2025 World Championships and 2025 Italian Championships.

The minimum weight is 685kg.

Any boats manufactured pre-2026 over this weight is not the manufacturers responsibility. The manufacturer has always worked to a tight build tolerance in line/better than industry standards.

Costs

- Boats manufactured from the start of 2026, any weight equalization required to each boat will be covered at point of build by the manufacturer.

For boats pre-2026

- The fitment, the use of lifting equipment and the use of scales for equalization will be covered and organized by each national authority.
- If a boat requires equalization weight, the cost of the weights will be covered by the owner. *(if weights used at RS21 World Championships 2025 or Italian championships 2025 are returned to the measurer at the time of fitment, this will be deducted from the cost of the weights)
- Costs
 - 0.5kg - £13.80
 - 1kg - £14.50
 - 2kg- £18.63
 - 3kg - £28.64
 - 5kg - £37.61
 - Returned weight (as above) - £10 per KG

WEIGHING PROCEDURE

Location and Equipment:

- All RS21 boats will be weighed at an agreed area with the event/class organizing authority.
- Weighing will be conducted using a crane by an Official Measurer and controlled dynamometers will be used for all measurements.

Boat Configuration for Weighing:

Each boat must be presented for weighing with the following configuration:

INCLUDED:

- Fitted hull
- Keel
- Mast including standing and running rigging
- Boom including mainsheet
- Bowsprit
- Electric motor
- Battery
- Rudder (with tiller and tiller extension) Electric motor
- Complete lifeline

EXCLUDED:

- Jib and gennaker sheets
- Sails (mainsail, jib, gennaker 1 and 2)
- Gennaker box bag including poles
- Race instruments and brackets
- Keel crane*

**The boat may be weighed with the keel crane, but this weight (9kg) should be subtracted from the total weight.*

Important Notes:

- Boats must be presented clean and dry
- All equipment not specified in the "INCLUDED" list must be removed prior to weighing
- Two boat representatives must be present during the weighing procedure
- The measurer will check inside of the boat for the compliance.

Post-Weighing Procedure:

- Following the weighing process, the measurer will perform any necessary weight compensations using official weights to ensure compliance with class regulations.

EQUALISATION WEIGHT FITTING PROCESS

- Corrector weights and fitting will be carried out by the measurer.
- All weights will be stamped and identifiable depending on the weight.
- A hole will be drilled in the base of the Y Frame bulkhead inside the front hatch under the mast base. Larger weights may also be fitted at the bottom of the lateral bulkhead close to the center line of the boat.
- A bolt will be added; weights will be added and a securing nut fitted.
- A tag supplied by the manufacturer will be fitted to the end of the bolt stop the weights being removed.
- Multiple bolts may be fitted for larger weights
- It is the responsibility of the owner to ensure the tag remains, if the tag is removed the weighing process will have to be repeated at the cost of the owner.

