

Structure of Class Rules

The Class Rules consist of the following parts:

- A. A. - The Constitution
- B. B. - The Measurement Rules
- C. C. - The Championship Rules and Guidelines
- D. D. - The Championship Standard Sailing Instructions
- E. E. - Draft Contract with Championship Host Authority
- F. F. - Meetings Procedure Appendix

All parts of the Class Rules are available from the International Office on payment of the current price, and are also available on the Association web site, <http://www.Int505.org>. The Measurement Rules are also published in the Measurement Book, issued to owners on registration of the boat.

CLASS RULES - A - THE CONSTITUTION

1.0 Name

- 1.1 The name of the Association shall be "THE INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION" ("International Association").
- 1.2 The International 505 Class dinghy ("505") was designed by John Westell in 1954

2.0 Objects

- 2.1 The promotion and development of the International 505 Class ("the Class") throughout the world under uniform rules.
- 2.2 Co-operation with the International Sailing Federation ("ISAF") and other Yachting Associations.
- 2.3 Organization of International Championships for the Class and of other International events.
- 2.4 Control of the design and the registration of 505s.
- 2.5 Creation and maintenance of contact and friendship between members.

3.0 Class Insignia and Flag

- 3.1 The Insignia of the Class shall be the figures 505 Arranged ⁵0⁵
- 3.2 The flag of the Class consists of a blue rectangle with a yellow triangle superimposed on it whose base is formed by the hoist. The Class insignia is superimposed upon blue on the yellow triangle. A yellow duckling in the form of the insignia of the French Caneton Association is superimposed upon the resulting upper blue triangle. A yellow coronet in the form of the insignia of the Coronet dinghy designed by John Westell is superimposed in the resulting lower blue triangle.

4.0 Membership

- 4.1 Any person interested in the Class may apply for membership and when elected shall pay the subscription from time to time in force. Privileges of a Member are:
- 4.1.1 to be a Member of his National Association;
 - 4.1.2 to hold any office and to attend International and National General Meetings;
 - 4.1.3 to vote on all matters except those affecting this Constitution or the Measurement Rules and
 - 4.1.4 to act as helmsman or crew in any race.
- 4.2 A Member who is an owner or part owner of a registered 505 shall be a "Boat-owning Member". Privileges, in addition to those of an ordinary Member are:
- 4.2.1 to be a Member of a fleet within the jurisdiction of the National Association of the country in which he resides.
 - 4.2.2 to vote on all matters except that part owners of a boat may not cast more than one vote between them per boat on matters affecting this Constitution or the Measurement Rules.

Application for Membership.

- 4.3 Application shall be made in writing to the Secretary of the proposed member's National Association (or to the International Secretary if he has none) and such application shall state his name, address, and qualification for Membership, including the sail number of his boat, if applying for Boat owning Membership. The Secretary shall grant the application for Membership subject to ratification by the next meeting of the National Committee (or International Executive Committee ("IEC")). The appropriate Committee has absolute discretion to ratify or revoke the grant of Membership.

Cessation of Membership.

- 4.4 Membership may be determined as follows:
- 4.4.1 Notice may be given by a Member wishing to resign from membership at any time.
 - 4.4.2 A Member's National Committee (or if he has none, the IEC), may at any time expel a member for cause, providing that before a resolution for expulsion of a Member is passed, notice of such resolution shall be given to him, and he shall be given the opportunity to appear before the relevant Committee to put his case.

- 4.4.3 A Member who has been expelled may appeal to the International Governing Committee ("IGC"), providing that he gives notice to the International Secretary and his National Secretary within 28 days of his expulsion.
- 4.4.4 If a Member has not paid his subscription within 6 months of it becoming due, his membership shall automatically cease.

Honorary Members

- 4.5 An Honorary Member may be elected by resolution at an International General Meeting. Such Honorary Member shall have the privileges accorded to a Member and if he is an owner or part owner of a registered 505, he shall have the privileges of a Boat-owning Member

5.0 National Associations

Formation

- 5.1 The owners of five or more registered 505s in a country, being a member nation of the IASF where there is no National Association, may apply to the International Association to form a National Association. The application shall be made in writing to the International Secretary stating the name of the President and the name and address of the Secretary of the proposed Association. The International Secretary shall place the application before the next meeting of the IEC which shall, in its discretion, grant or reject the application, subject to ratification by the IGC.

Membership

- 5.2 Membership of the International Association confers the automatic right to Membership of the Member's National Association.

Constitution

- 5.3 A National Association in General Meeting, or by Postal Ballot of all its Members, may provide for or amend its own Constitution, except that a National Constitution shall contain the following provisions which may not be amended without amendment of this Constitution:
 - 5.3.1 a requirement to elect annually in General Meeting a National President and a National Secretary;
 - 5.3.2 the provision in Rule 5.4 relating to the National Committee and its powers;

- 5.3.3 the calling of a General Meeting, at least once in every year:
- 5.3.4 a requirement for 14 days' written notice containing the Agenda of such Meeting to be given to all Members;
- 5.3.5 a requirement that the amount of the Subscription payable by Members and Boat-owning Members to the National Association shall be determined at the Annual General Meeting or by postal ballot.

National Committee Membership

- 5.4 The National Committee of each Association shall consist of the National President, the National Secretary and the Fleet Captains within its jurisdiction, together with such other officers and members as its constitution may provide. The Committee may delegate its powers to one of its members, or to a sub-committee of its members.

National Committee Powers and Duties

- 5.5 The National Committee has the following powers and duties:
 - 5.5.1 collection and payment of subscriptions to the International Association;
 - 5.5.2 collection and payment of royalties and registration fees to the International Association;
 - 5.5.3 collection of subscriptions to the National Association;
 - 5.5.4 appointment of Class Measurers, maintenance of measurement templates and passing measurement documents to the International Office for issue of measurement certificates,
 - 5.5.5 organisation of ballots of the Members and reporting the results to the International Association;
 - 5.5.6 matters relating to the Membership
 - 5.5.7 formation and regulation of fleets within its jurisdiction;
 - 5.5.8 management of the National Association subject to its Constitution.

Notifications and Annual Return

- 5.6 Every National Association shall make the following returns to the International Office;
 - 5.6.1 within one month of the election of the National President and the National Secretary the names and addresses of these officers.

- 5.6.2 annually on the due dates the returns of information required in Rule A-14.3.
- 5.6.3 within one month of the National AGM the agenda and minutes, the results of the National Championship, a list of fleets, a copy of the annual accounts and a note of the national subscription, a list of measurers authorised by the National Association for ratification by the International Measurer a list of template sets and their custodians. Failure to make such a return may be treated by the International Association as grounds for reducing or denying an allocation of places at International Championships or for recommending dissolution to IGC.

Dissolution

- 5.7 A National Association may be dissolved by the IGC in the event of National Membership falling below five boat-owning Members.

6.0 Fleets

Formation

- 6.1 Five or more Members who are owners or five or more registered 505s, may apply to their National Association (or if they have none, to the International Association) to form a Fleet. The application shall be made in writing, to the Secretary of the appropriate Association, stating the proposed locality of the Fleet, the registered numbers of the 505s forming it and the names of their owners. The Secretary shall place the application before the next Meeting of the National Committee (or the IEC) who shall, in their discretion, grant or reject the application. The application must be refused, where the effect of its grant would be the formation of more than one fleet at a yacht club. The National Committee (or International Executive Committee where appropriate) may dissolve a fleet where the number of 505s owned by Boat-owning Members falls below five.

Fleet Meeting.

- 6.2 Members of the fleet shall hold a meeting once in each year, when they shall elect a Fleet Captain and such other Officers as they deem necessary. Not less than 14 days notice of the meeting shall be given in writing and notice of the election of the Fleet Captain shall be given immediately to the Fleet's National Secretary (or International Secretary if there is none).

National Committee.

- 6.3 Fleet Captains, or their appointed deputies, shall be entitled to attend and vote at meetings of their National Committee.

7.0 Officers of the International Association

Officers

7.1 The officers, whose terms of office shall commence on 1 January, shall be:

7.1.1 an International President,

an International Vice President,

an International Secretary,

an International Treasurer, who shall reside in the same country as the International Secretary, and

a Chairman of the International Rules Committee.

7.1.2 All Officers shall be elected for a term of two years. The President and Vice President shall be elected in years of even number, the remaining officers in years of odd number.

Candidature

7.2 A National Association shall nominate candidates for election in writing. Such nominations shall be received by the International Secretary not less than one calendar month before the published date of the AGM in the year of election.

Election Procedure

7.3 If there is more than one candidate for any office, then the International Secretary shall cause a postal ballot to be held amongst all Members of the Association in accordance with Rule A-15.2 and the ballot shall close on 31st October. Notice of the ballot and the names of the candidates, shall be sent to all National Secretaries within one month of the close of nominations.

Casual Vacancies

7.4 7.4 The IGC may appoint a Member to fill a casual vacancy until a new officer is elected in accordance with Rules A-7.2 and A-7.3 above.

Auditor's Duties

7.5 An Auditor shall be appointed by the Association at each Annual General Meeting and shall audit the annual accounts of the Association. The International Treasurer shall complete the draft accounts and arrange for these to be forwarded to the Auditor as soon as possible after the end of each year, together with any records and receipts requested by the Auditor. On

completion of the Audit the International Secretary shall immediately send copies to all Members of the IGC and the National Secretaries. The Treasurer shall arrange for presentation of the audited accounts to the next Annual General Meeting of the International Association.

Honorary Officers

- 7.6 Honorary Officers of the Association may be elected at any International General Meeting upon nomination by a National Association.

8.0 International Office

- 8.1 The International Office shall be situated in the country where the International Secretary and International Treasurer reside.

9.0 International Committees

9.1 *International Governing Committee ("IGC")*

- 9.1.1 This Committee shall consist of the International Officers and a representative of each National Association.

9.2 *International Executive Committee ("IEC")*

- 9.2.1 This Committee shall consist of the five Officers elected or appointed in accordance with Rule 7.
- 9.2.2 Under delegated Authority from the IGC the IEC shall be responsible for the management of the International Office, the issue of sail numbers and the registration of boats.
- 9.2.3 Meetings shall be held upon giving of not less than seven days notice in writing.
- 9.2.4 The Committee may delegate its powers to any one or more of its members, or co-opt any other Member.

9.3 *International Rules Sub Committee ("IRC")*

- 9.3.1 This Sub Committee shall consist of the Chairman elected or appointed under Rule 7 and four other Members whose appointment shall be confirmed by the IGC. The International Secretary and the Class International Measurer shall be ex officio members of the IRC.

- 9.3.2 The IRC shall from time to time consider the Class Measurement Rules, advise upon their revision and decide disputes referred to it. It may give directions up on the interpretation of the Measurement Rules, to prevent abuses, and such directions shall form part of the Measurement Rules until the International Association decides otherwise, or the Rules are amended

10.0 International General Meetings

10.1 Procedure

- 10.1.1 An Annual General Meeting of the International Association shall be held each year at an important and representative series of International Races.
- 10.1.2 The venue shall be decided by the International Association at its previous Annual General Meeting, but in default the venue shall be determined by the International President in consultation with the IEC.
- 10.1.3 The International Secretary shall send written notice of the Meeting, together with the Agenda and a copy of the audited Accounts, to all National Secretaries and to individual Members in countries without a National Association not less than two months before the Meeting. National Secretaries shall cause copies of the notice, agenda and accounts to be sent to Members within their jurisdiction not less than one month before the meeting.
- 10.1.4 The meeting shall be open to the public unless the Members present decide to discuss a specific item in private.
- 10.1.5 The International Secretary shall establish by reference to the latest returns of Members' names from National Secretaries the eligibility of Members and Boat-owning Member to vote. He shall institute such means of identification of voting status as the International Governing Committee shall from time to time determine and use it to validate all votes taken at the meeting.
- 10.1.6 A Member wishing to attend and vote at an Annual General Meeting whose name does not appear, or is incorrectly classified, in the most recent national return of Members' names may do so on production of his current National Association membership card or of a letter confirming his membership from his national secretary and of payment of the appropriate subscription prior to the Meeting.

Decisions of the Meeting

- 10.2 Decisions shall be by a simple majority of Members attending and voting, except for those matters which the Constitution requires to be decided by Boat-owning Members only or by postal ballot.

Limitation of Authority

- 10.3 A General Meeting of the International Association shall not be competent to make alterations to the Constitution or the Measurement Rules, except that

minor changes of the Measurement Rules may be made in accordance with Rule A-12.0

Chairman

10.4 The International President shall be the Chairman of the Meeting. In his absence or at his request, the Chairman shall be appointed by the IGC.

11.0 Alterations of the Constitution

11.1 Proposals to alter the Constitution may be made:

11.1.1 by a majority of Members attending an International General Meeting,
or

11.1.2 by two National Associations, or

11.1.3 by the International Rules Committee.

11.2 11.2 Proposals shall be put to a postal ballot in accordance with Rule A-15.0. Proposals by two National Associations or by the International Rules Committee shall not be put to a postal ballot until debated by the Class at an International General Meeting.

11.3 No ballot may be held within three years of a previous ballot on the same or a substantially similar proposal, except with the approval of the IGC.

12.0 Alteration of Measurement Rules

12.1 Proposals to alter the Measurement Rules shall be made in accordance with Rule A-11.0

12.2 Minor changes and permitted Temporary Measurement Rules may also be made by an International Annual General Meeting of the Association provided that written notice containing the full text of the proposal is sent to all Members with the Agenda of the Meeting.

12.3 Minor changes are defined as those which clarify or prevent abuses of the Rules, or maintain their objects.

12.4 Temporary Rules made under the provisions of the Measurement Rules may be made or modified in accordance with the procedures for Minor changes, subject to any rules governing their duration.

13.0 Alterations of Other Rules

13.1 Changes of the Championship Rules shall be made in accordance with the procedure for minor rule changes in Rule A-12.2.

14.0 Funding of the International Association and Members' Obligations

14.1 Sources of Funds.

The International Association will be funded by

- • Members' Subscriptions
- • Registration Fees for 505s and Equipment
- • Provision of Services to Members
- • Profits on Publications
- • Levies on International Events
- • Sharing the Profits of International Events
- • Sponsorship

Financial Year

14.2 The International Association's financial year shall end on 31st December and National Associations shall pay subscriptions and make returns on this basis.

Subscriptions

14.3.1 Members' subscriptions are payable to the International Association for each financial year

14.3.2 The amount of any change in the annual subscription shall be determined by IEC and ratified by Members at the Annual General Meeting.

14.3.3 National Associations shall act as agent for the International Association for the collection of subscriptions and shall return to the International Office by 30th September each year the subscriptions collected, together with a list of the name, address and 505 sail number (if any) of each Member for the year

14.3.4 Not later than one month prior to the Annual General Meeting each National Secretary shall send to the International Office an amending list of Members added to or deleted from the most recent annual list to whom the Notice and Agenda for the AGM has been sent.

15.0 Ballots

15.1 Ballots are required for the election of the International Officers under Rule A.7.3 and for changes to this Constitution and the Measurement Rules, except as provided by Rule A12.2, and to Championship Rule C-5.6.

Notice and Organisation of Ballot

15.2 Notice of the ballot to be held shall be sent by the International Secretary to all National Secretaries not less than two months before the date of the close of the ballot. National Secretaries shall organise the ballot within their jurisdiction at the expense of their National Association. The notice of the ballot shall state:

15.2.1 The matter to be determined,

15.2.2 Whether all Members or only Boat-owning Members (limited to one vote per boat) are entitled to vote

15.2.3 The date by which National Secretaries shall send ballot papers to their Members, which shall not be less than one month before the close of the ballot, and

15.2.4 The date of the close of the ballot.

The International Secretary shall send ballot papers to Members who do not belong to a National Association.

Return of Ballots

15.3 Ballot papers shall be returned by Members to their National Secretaries (or the International Secretary). The National Secretary shall record the way in which all the votes were cast, and shall send a copy of this record to the International Office not later than two weeks after the date fixed for the closing of the ballot.

Record of Results

15.4 The result of each National Association's ballot, and those ballot papers returned to the International Secretary by individual Members, shall be recorded by not less than two Members of the IEC. A Member of the IEC who is a candidate in an election to be determined by ballot shall not take part in the tabulation of the results. The votes cast in total and by each National Association shall be recorded in the Minutes of the Meetings of the International Association and sent to all National Secretaries. The National Secretaries (and the International Secretary where appropriate) shall give the result of the ballot to Members within their jurisdiction.

Custody of Ballot Papers

15.5 The Ballot papers shall be retained in safe custody for two years by the National Secretaries (and the International Secretary), and shall be produced to the IGC, if it so requires.

Invalid Ballot

15.6 Failure by any National Secretary to organise a ballot in his jurisdiction in accordance with this Rule shall not invalidate the Ballot, unless in the opinion of the IEC half the Members of the International Association have been disenfranchised by such failures. In these circumstances IEC shall decide whether to organise a further ballot, and in which countries it shall be held, or to refer the matter to the next International General Meeting.

16.0 Interpretation

16.1 where there is a discrepancy between versions of these Rules in different languages the English language version shall prevail.

16.2 Throughout this and all other documents of the International Association, words importing one gender include all other genders.

CLASS RULES - B - THE MEASUREMENT RULES

1.0 General

- 1.1 The 505 ('the boat' is a one-design dinghy of 5.05 metres L.O.A. designed by John Westell and is an international dinghy class recognised by the International Sailing Federation ("ISAF").
- 1.2 The administering authority is the International 505 Class Yacht Racing Association ("the International Association") subject to its Constitution and subject to the rules of the ISAF.
- 1.3 These Rules and the other documents of the Class are published in French and English but, should there be a difference between them, the English version shall prevail.
- 1.4 All boats shall be built, measured and registered in accordance with these Rules. Should any conflict arise between the written Rules and the Measurement Diagrams which form part of the Rules then the written Rules shall prevail.
- 1.5 Any boat having a Measurement Certificate or any sail bearing a Measurement Stamp dated prior to the date of these Rules may be measured in accordance with the Rules prevailing at the date when the boat or sail was first measured unless these Rules state to the contrary or unless the boat or sail has been altered, modified or renewed after the date of any relevant change to these Rules. Any equipment which is altered, modified or renewed shall conform to the current Rules.

- 1.6 Neither the designer nor the International Association nor the ISAF nor any National Association accepts any legal responsibility in respect of those Rules or the designer's drawings or any claims arising from them.

2.0 Fees

- 2.1 Upon the application for a sail number and registration of a new boat the following fees shall be payable
- 2.1.1 The designer's royalty which is such sum as the International Association shall decide from time to time upon recommendations of the IEC not being less than ten pounds sterling.
- 2.1.2 The registration fee which is such sum as the International Association shall decide from time to time upon the recommendation of the IEC.

3.0 Registration

- 3.1 Sail numbers are issued by the International Secretary upon receipt of payment of the designer's royalty and the registration fee.
- 3.2 An owner or his agent wishing to register a boat shall apply to the International Secretary for the issue of a sail number and a Measurement Form. The application shall be accompanied by payment of the designer's royalty and registration fee.
- 3.3 The registration of a boat as an International 505 Dinghy is completed upon satisfactory completion and return of the Measurement Form (through a National Association) and the issue of a Measurement Certificate by the International Secretary
- 3.4 No boat may race unless it has a valid Measurement Certificate and its owner and helmsman are members of the International Association.

4.0 Measurement

- 4.1 Boats and their equipment shall be measured only by measurers appointed by the IEC in consultation with the International Rules Committee ("IRC") or appointed by a National Association or appointed by a National Yachting Authority.
- 4.2 No owner may measure his own boat, sails or equipment, nor may a builder or sailmaker measure his own products.
- 4.3 Measurement shall be carried out using only the Documents supplied by the International Association, namely these Rules and the Measurement Form (including Instructions to Measurers) and the Official Templates.
- 4.4 In addition to the particulars required by the Measurement Form, the Measurer shall report on the Form anything which he considers to be a departure from the intended nature and design of the boat or to be against the

general interest of the Class. In these circumstances the Measurement shall be sent to the IEC through the International Secretary. The IEC shall refer the matter to the IRC to decide whether or not a Measurement Certificate should be granted. The IRC is empowered to grant dispensation in exceptional cases. Such dispensation shall be recorded on the Measurement Form and the Measurement Certificate.

- 4.5 It shall be the owner's responsibility to ensure that the boat complies with these Rules at all times.
- 4.6 Re-measurement may be ordered by the International Association, the IRC or a National Association at any time.
- 4.7 New spars and sails shall be measured before use. Sails shall be signed and dated and where possible stamped by the measurer

5.0 The Hull

- 5.1 Materials and methods of construction are not restricted except as provided by these Rules. The designer's drawings show a method of constructing in moulded plywood.

5.2 *Hull Shape*

- 5.2.1 The hull shape shall conform to the designer's drawings and the offsets annexed within the tolerances specified by the Measurement Diagrams and these Rules.
- 5.2.2 Hull moulds shall be checked by reference to plugs, moulds and production hulls before general use and after any modifications. Any builder constructing a new mould shall inform the International Office that it conforms to these Rules. The International Association may check moulds at any time.
- 5.2.3 Station 11 is defined as the plane at right angles to the base line shown in the measurement diagram and passing through the aftermost point of the hull, excluding rudder fittings. The after measurement point of the hull is the point on the centreline of the boat where the outer surface of the keel band would, if projected intersect Station 11, neglecting any actual rounding of the keel band. Other measurement stations are planes parallel to Station 11 at the specified distance from it.
- 5.2.4 No part of the after edge of the hull shall be more than 7.5mm from Station 11. No part of the after end of the seat-tank shall be more than 20mm forward of the after edge of the hull. The design of the transom is free in other respects.

5.3 *Keel Band*

- 5.3.1 Along the centreline from stem to transom a fl at keel-band shall project not less than 3mm and not more than 4.5mm from the surface of the hull and may be rounded to a radius of not more than 3mm. However at the sides of the centreboard slot the section may be 'half-round' instead of flat.

Keel band widths shall be within the following limits:

	Max (mm)	Min (mm)
Transom	75	30
Station 9	75	65
Station 6	75	65
Station 3	35	25

Forward of Station 3 the keel band may be faired into the hull.

5.4 *Foredeck*

5.4.1 The after edge of the foredeck (which need not be straight between the centreline and the gunwale) shall lie within the tolerances set out in the Measurement Diagram. The after edge of the foredeck at any point along its length shall be at or above the "top of gunwale". The "top of gunwale" is defined as being a point 20mm inside the extreme edge of the hull regardless of construction.

5.4.2 Forward of the most forward position of the after edge of the foredeck the only apertures permitted are:

- * Spinnaker chute
- * A combined area of not more than 5000 mm² for rigging and controls
- * One or two areas not exceeding 120,000 mm² each, no part of which shall be further than 3486mm from Station 11, or within 100mm of the centreline, or within 250mm of the top of gunwale'

5.5 *Forward Watertight Compartments and Seat-Tanks*

5.5.1 The forward compartment and the seat-tanks shall be separate watertight compartments.

5.5.2 The watertight bulkhead and seat-tanks shall conform to the drawings within the tolerances specified in the Measurement Diagram.

5.5.3 The forward compartment may include one spinnaker chute only, the volume of which shall not exceed 20% of the total volume of the forward compartment. The construction of the spinnaker chute shall not impair the watertight integrity of the forward compartment.

5.5.4 The watertight diagonal bulkheads at the forward ends of the seat-tanks shall lie at or forward of the after edge of the foredeck.

5.6 *Centreboard Case and Thwarts*

5.6.1 The internal dimensions of the centreboard case shall conform to the tolerances specified in the Measurement Diagram.

5.6.2 Athwart shall connect the top of the centreboard case to the inner faces of the seat-tanks. It shall not be more than 153mm wide and its after edge shall lie between 1375mm and 2591mm from Station 11.

5.6.3 Additional thwarts, bridge-decks and sheet horses may be fitted across the hull. The total width of all such additional thwarts etc. shall not exceed 150mm.

5.7 *Not in use*

5.8 *Weight*

- 5.8.1 5.8.1 Boats shall be weighed in dry conditions for measurement and certification after an uninterrupted period of two weeks not having touched water.
- 5.8.2 5.8.2 The sailing weight in dry condition shall not be less than 127.4kg. The sailing weight is the weight of the hull including metal corrector weights, the spars, standing and running rigging, centreboard, rudder and tiller, but excluding the sails and battens. Fittings and components of exaggerated weight and artificially heavy areas construction are not permitted: examples include use of lead or other heavy metals, except for corrector weights permitted under Rule B-5.8.3.
- 5.8.3 5.8.3 If the sailing weight is less than 127.4kg, the difference, without limit, shall be made up by metal corrector weights fixed against the centreboard case or spine and visible when viewed from a standing position next to the boat, half between 1100mm and 1500mm and half between 2900mm and 3500mm from Station 11, such ballast to be retained for the life of the boat or until the boat is reweighed in accordance with Rule B - 5.8.5.
- 5.8.4 5.8.4 Each metal corrector weight shall be hard stamped in a visible place with its weight in kilograms to the nearest 0.1 kilograms and a serial number to identify the piece of ballast and the total number of pieces used in the boat
- 5.8.5 5.8.5 Boats may be reweighed at any time by a Class Measurer providing that immediately prior to reweighing, the boat has not touched water for a period of at least two weeks, The sailing weight and the number and weight of ballast pieces shall be recorded on the certificate by the Measurer. The metal ballast referred to in Rule B - 5.8.3 may only be removed or reduced at a reweighing commissioned by the owner under this paragraph and such reweighings may only take place at intervals greater than 12 months.

5.9 *Sail Number*

- 5.9.1 The sail number of the boat shall be clearly carved or impressed on the transom, spine, or aft end of the centreboard case in numbers of 15mm minimum height.
- 5.9.2 The ISAF levy plaque bearing the registered sail number shall be fixed on the transom, spine or aft end of the centreboard case.

6.0 **Centreboard, Rudder and Tiller**

- 6.1 One rudder and one centreboard only may be used at anyone time. At all times when sailing, both sides of the centreboard and rudder shall have similar profiles. Leeboards, daggerboards, hydrofoils, trim tabs, fences and similar devices are prohibited.

- 6.2 The centreboard shall fit within the centreboard case not extending below the bottom of the hull when fully raised. The trailing edge may project above the centreboard case top when in the raised or partly raised position. No part of the leading edge which is more than 300mm from the tip and is capable of protruding below the hull shall be capable of being raised more than 200mm above the bottom of the hull.
- 6.3 The rudder shall be hung at the transom and no part of the rudder assembly shall pass through the skin of the hull. The tiller may be shipped through a port in the transom or over the top.

7.0 Spars

7.1 *General*

- 7.1.1 The object of these Rules is to maintain the sail plan of the Class to substantially the same design, whilst giving owners freedom to arrange the rigging as they wish.
- 7.1.2 A boat may not have facilities for setting more than one mainsail, one headsail and one spinnaker. No changes of sail are permitted during a race.
- 7.1.3 Except for fittings, spars shall be constructed solely either from aluminum alloy containing not less than 90% by weight of aluminium or from wood. Construction is otherwise unrestricted.

7.2 *Mast*

- 7.2.1 The mast maybe stepped on the deck or into the hull. With the mast perpendicular to the base line, the after side at deck level shall not be less than 3048mm and not more than 3202mm forward of Station 11. The mast may be fixed or rotating. Excluding fittings, no dimension at right angles to the length may exceed 102mm.
- 7.2.2 When standing free with no sail set, the after edge of the mast from the top to a point 1000mm above the deck shall be straight. The leading edge shall be a straight line or a fair continuous convex curve. Permanently bent masts are prohibited. A set, due to distortion, of up to 30mm between bands identified at B-7.2.3.2 and B-7.2.3.3 shall be permitted.
- 7.2.3 Bands of contrasting colour not less than 10mm wide shall be placed round the mast at the following three positions measured with the mast standing perpendicular to the baseline.
1. upper edge level with the top of the deck. -
Tolerance +/-1 mm (deck band)
 2. upper edge 381mm above the deck band. - Minimum dimension
 3. lower edge 6858mm above the deck band. -
Maximum dimension

Extreme height of any spar - 7011mm above the deck band -
Maximum dimension

7.2.4 The distance from the upper edge of the deck band to the lower edge of the spinnaker halyard, when at 90° to the mast and extended as necessary, shall be not more than 5955 mm nor less than 5054 mm. No rigidly fixed point for attachment of the block, sheave or fairlead shall be more than 35 mm from the surface of the mast.

7.2.5 The highest point of entry onto the block, sheave or fairlead for the headsail halyard shall not be more than 4750mm and not less than 4648mm above deck band. A prolongation of the luff of the headsail when set shall cut the fore-side of the mast between these limits.

7.2.6 These measurements apply to masts whether fitted with mastjacks or otherwise. At all times when sailing, an extension of the upper surface of the deck shall intersect the mast at the upper edge of the deck band.

7.3 *Boom*

7.3.1 The upper edge of the boom shall be straight when no sail is set. With the exception of fittings, no dimension of the boom measured at right angles to its length may exceed 102 mm. A set, due to distortion, of up to 25mm over the length of the boom shall be permitted.

7.3.2 With the boom attached to the mast in the normal way and lying fore and aft at right angles to the mast, the point where a prolongation of the line down the after-edge of the mast cuts the top of the boom shall be found, the "Intersection Point". A band of contrasting colour not less than 10mm wide shall be placed round the boom with its inner edge not more than 2858mm from the Intersection Point.

7.3.3 The overall length of boom from the Intersection Point (B-7.3.2) to outer end of boom shall not exceed 3308mm.

7.3.4 A prolongation of the top of the boom shall cut the mast at or above the band identified at B-7.2.3.2.

7.4 *Spinnaker Pole*

7.4.1 The overall length of the spinnaker pole shall not exceed 2516mm including pole fittings. When in use it shall be attached to a mast fitting protruding not more than 50mm from the surface of the mast.

8.0 Sails

8.1 *General*

8.1.1 Sails shall be made and measured in accordance with the [ISAF Equipment Rules of Sailing](#) and comply with their requirements. In the event of conflict with these Class Rules, the Class Rules shall prevail.

- 8.1.2 Sails need not be made from woven fibre cloth material but shall otherwise comply with the requirements of the ISAF as to materials.
- 8.1.3 Stretching after measurement resulting in the maximum dimensions being exceeded is not permitted and continued conformity with Class Rules is the responsibility of the owner
- 8.1.4 No sail shall have a hole or aperture other than the normal reefing and attachment points.
- 8.1.5 Sail reinforcement is not restricted.

8.2 *Mainsail*

- 8.2.1 The mainsail shall conform with the Class Rules and the measurement diagrams, except that a sail smaller in any dimension is allowed. No part of this sail shall be set above the lower edge of the band on the mast identified at B-7.2.3.3.
- 8.2.2 The luff and the foot shall be secured to the mast and boom respectively over at least 80 per cent of their lengths.
- 8.2.3 The following dimensions, including boltropes where fitted, shall not be exceeded:
 - • Top width 127mm
 - • Width at upper leech point 325mm from head point
270mm
 - • Three-quarter width 1120mm
 - • Half width 1950mm
 - • Leech length 6960mm
- 8.2.4 The mainsail shall have not more than four battens in the leech. At the leech, the centre of the top batten pocket shall be between 1450mm and 1550mm from the head point, and the centre of the bottom batten pocket shall be between 1250mm and 1490mm from the clew point. No batten pocket shall be located less than 1000mm from any other batten pocket. No batten or pocket shall exceed 1180mm in length
- 8.2.5 The Class insignia to be displayed on the mainsail shall be in accordance with the shape and tolerances shown in the Measurement Diagram.

8.3 *Headsail*

- 8.3.1 The headsail shall conform to the official rules and diagrams, except that a sail smaller in any dimension except batten position is allowed.
- 8.3.2 The leech shall not extend beyond a straight line from the aft head point to the clew point.
- 8.3.3 The following dimensions shall not be exceeded:
 - • Luff length 4510mm

- • Foot length 2287mm
- • Leech length 4000mm
- • Top width 40mm

8.3.4 Not more than three battens may be used in the leech of any headsail. The outer ends of the battens shall be located within 102mm of marks dividing the leech into four (if three battens) or the appropriate number of equal parts. Not more than one batten, part of which shall be within 50mm of the centre, is permitted in the foot. No batten or batten pocket may exceed 305mm in length and 51mm in width.

8.3.5 No part of the foot shall lie outside a measurement taken in the following way:

- • Lay out the headsail on a flat surface.
- • Fold the tack onto the clew and smooth the headsail to find the "intersection point" where the luff is intersected by the fold from the centre of the foot.
- • The measurement is the distance taken from the "intersection point" to the tack and the clew. No part of the foot shall lie at a greater radius from the "intersection point" with all wrinkles removed from the sail on the line of measurement.

8.3.6 Sleeve luffs may be made to enclose the forestay but the width of such a sleeve shall not exceed 76mm.

8.3.7 An extension of the headsail luff when set shall cut the centreline of the deck between the stemhead and a point 400mm abaft the stemhead.

8.3.8 There shall be a transparent panel in the lower part of the headsail of a minimum size of 0.15m² to ensure visibility to leeward for the crew.

8.4 Spinnaker

8.4.1 The spinnaker shall be a symmetrical three-cornered sail in accordance with the Class Rules and Measurements Diagrams except that a sail smaller in any dimension is allowed.

8.4.2 The following dimensions shall not be exceeded:

- • Leech length 6000mm
- • Foot median (head point to mid foot point) 7096mm
- • Foot length 4500mm
- • Half width 4500mm

8.4.3 The ISAF Racing Rules of Sailing ("IRS") Appendix H paragraph 1.3(d) is replaced by the following Class Rule in accordance with Appendix H5 of the IRS:

"The number shall be displayed symmetrically on the front side of the spinnaker. It shall be displayed wholly below an arc whose center is the head point and whose radius is 40% the mean length of the two leaches and wholly above an arc whose radius is 60% of that dimension."

9.0 Materials

- 9.1 Except where prescribed by these rules, either directly or by inference, there are no restrictions on the use of any materials in construction.
- 9.2 The use of particular materials may be prohibited or limited:
- 9.2.1 On the proposal of at least two National Associations and passed by a two-thirds majority of those attending the international Annual General Meeting and entitled to vote on changes on these rules as prescribed by the International Constitution.

and

 - 9.2.2 If such proposal is approved by the International Rules Committee and the ISAF.
- 9.3 Such prohibition or limitation will continue either
- 9.3.1 for such period from the 1st January next following as maybe prescribed being not less than 1 year nor more than 3 years when it shall lapse unless renewed by the procedure in Rule B-9.21

or

 - 9.3.2 until a permanent change is made to these Rules in accordance with the International Constitution either to incorporate such a prohibition or limitation or to make another provision which is inconsistent with it.
- 9.4 The prohibition or limitation may be expressed to apply to all spars, sails, fittings and equipment belonging to a boat when the prohibition or limitation comes into force. Such prohibition or limitation shall not apply to hulls completed before it comes into force.

10.0 Buoyancy

- 10.1 Owing to the large amount of tank space, it is not practicable to test each boat by complete Immersion of the watertight compartments. The measurer shall inspect the compartments carefully and satisfy himself that they are tight.
- 10.2 The owner shall maintain the integrity of the watertight compartments in an efficient condition and the Measurement Certificate will automatically become invalid should he fail to do so.

11.0 Equipment

- 11.1 Devices which indicate remotely or transmit or correlate data about wind direction, wind speed, boat speed or location shall be prohibited.

11.2 No anchor and chain or rope is required.

12.0 Crew and Weight of Clothing and Equipment

12.1 The crew shall consist of two people.

12.2 Only one person may be suspended outboard from spars or rigging. No device attached to the hull and projecting outboard beyond the line of the gunwale may be used.

12.3 (IRS 43.1) A competitor's clothing and equipment shall not weigh more than 10 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. In all other respects, the provisions of RRS 43 shall apply.

13.0 Propulsion

13.1 In accordance with RRS 86.1(c), RRS 42.3(b) is not applicable and the following Class Rule is substituted:

"Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and guy controlling any sail in order to accelerate a boat down the face of the wave or in response to a gust of wind, but not more than three repeated pulls and releases of the sail may be made for each wave or gust of wind."

14.0 Advertising

14.1 The advertising category to be applied to the International 505 Class shall be Category C. The Association has decided not to restrict advertising within Category C (Regulation 20.4.5).

15.0 Temporary Rules

Part - C - CHAMPIONSHIPS

This section comprises:

- · **C1 - The Championship Rules.** These rules govern the conduct of Championships (subject to the Sailing Instructions for the event and the Racing Rules of Sailing).
- · **C2 - The Championship Guidelines.** The guidelines do not have the status of Class Rules but set the Class's requirements and expectations for the Organising Authority of an international championship. If an Organising Authority cannot meet any of the requirements they should make this clear in the initial application for the event, together with the alternative arrangements that are

proposed.

C1 The Championship Rules

1.0 Application

These Championship Rules shall apply to World and other International Championships.

2.0 Organisation

Organising Committee

- 2.1 A National 505 Association wishing to host an International Championship shall make an application in association with an intended Organising Authority. It shall form an Organising Committee comprising of senior officials of both the National 505 Association and the Organising Authority, including at least at least two active sailing members of the Class with Championship experience..

Application to Host an International Championship

- 2.2 The Organising Committee shall make a preliminary application in writing to the International Office of the Class in time for inclusion in the agenda of an International Annual General Meeting of the Class held at least three years before the proposed event. The preliminary application must show that the Organising Authority has successfully organised similar events in the past, or has the experience and facilities to do so. It should also confirm that the Championship Guidelines (C2) can be complied with. Any exceptions should be highlighted together with the alternative arrangements that are proposed.
- 2.3 If the preliminary application is approved a detailed application shall be submitted to the International Office for ratification at the International Annual General Meeting held two years before the event. The detailed application shall include particulars of the Organising Committee's proposals for meeting the requirements of the Class under each of the headings set out in the Championship Guidelines.
- 2.4 The Organising Committee shall ensure that adequate communication is maintained with the International Office at all times from ratification of the event until its completion.
- 2.5 At least eighteen months before the event the Organising Authority shall seek the approval for the championship from the National Authority of the host country, and shall advise the International Office when it is obtained.

3.0 Entries

Eligibility of Competitors

- 3.1 Every competitor in a championship shall be a member of the Association and have paid the subscription for the year in which the championship is held.
- 3.2 Championships shall be open to all eligible competitors, subject to the Organising Authority having the right to determine the maximum number of entries. If the Organising Authority wishes to stipulate a maximum number of entries, this must be stated when it makes its preliminary application, and also be included in the Notice of Race. In the event of a maximum number being stipulated, places shall be allocated in accordance with the procedure in Rule 3.3.
- 3.3 Entries will be allocated by the IEC to each National Association in accordance with the ratio of the average number of Member's subscriptions paid by that Association for the two years preceding the Championship to the average total Membership of the International Association over the same period. Individual Members representing in good faith any nation that does not have a National Association may be allocated an

entry at the discretion of the IEC, not exceeding one entry per nation. In determining the number of places for allocation, one entry shall be reserved for each International Officer, subject to the payment of the prescribed entry fee.

- 3.4 Any entries allocated to a National Association but not taken up three months before the start of the Championship may be reallocated by the Organising Authority in conjunction with the IEC. The reallocation shall have regard to all Members who wish to enter and, as far as possible, shall be made proportionately to the original allocation.

4.0 Regatta Measurement

- 4.1 Measurement shall be carried out under the personal supervision of the Championship Chief Measurer who shall be the Class International Measurer or his nominated deputy. Only the IRC shall be empowered to nominate a deputy to be the Championship Chief Measurer. The Organising Authority shall pay the costs of the Championship Chief Measurer in attending the Championship and of outward and return shipment of his templates and equipment.
- 4.2 The Organising Authority shall carry out such measurement as is directed by the International Measurer. All sails and spars shall be checked and all boats shall be weighed. The Notice of Race and the Sailing Instructions shall specify that no more than two suits of sails and two sets of spars may be presented for measurement. The Race Committee may direct further measurement or restrictions subject to the agreement of the IEC.

5.0 Management of Racing

Race Committee

- 5.1 The Race Committee shall include at least one Association Member nominated by the International Association and conversant with the Rules and procedures of the Class who may advise the Chairman of the Race Committee on all decisions affecting the conduct of the races, and shall serve as the principal liaison officer between the Race Committee, the International Jury and the Competitors. At the conclusion of each day's racing, the Association Member serving on the Race Committee shall be available at a time and place to be specified in the Sailing Instructions for the purpose of receiving comments from the competitors on the conduct of the Championship.

International Jury

- 5.2 An International Jury shall be convened for the Championship in accordance with the Racing Rules of Sailing ("RRS"). In addition to the requirements of RRS, at least one member of the Jury shall be nominated by the Class. .

6.0 Race Programme

- 6.1 A World Championship shall comprise nine scheduled races held over seven days. There shall be no more than two races per day. Three races are required to be completed to constitute a Championship series. Only one race shall be sailed on the final day unless at the start of the final day's racing only one race has been completed. The race programme for other International Championships shall be included in the detailed application under Rule C1 2.3.
- 6.2 The Notice of Race and Sailing Instructions shall be submitted to the International Office for approval prior to publication.

C2 - Championship Guidelines

1.0 Choice of Water

1.1 The sailing water shall be chosen with care to ensure reliable sailing conditions. Particular attention should be given to the following considerations:

- • The centre of the race course triangle should be at least two nautical miles away from any land.
- • The sailing area shall not be subject to extremes of strength or complexity of tidal streams.
- • Land adjoining the course area should not significantly deflect the wind.
- • Predicted climatic conditions should assure suitable winds which are reasonably steady in direction and strength.
- • The course area should be a reasonable distance from the launching area. Should the course be far from the launching area, facilities for towing the fleet to and from the race area should be available.
- • The launching site should be capable of launching the Championship fleet with trolleys within thirty minutes.

2.0 Shore Facilities

2.1. The following facilities should be close to the launching area and fully described in the Organising Committee's detailed application:

- • Dinghy park.
- • Changing rooms, toilets, showers and first aid facilities.
- • Chandlery, sail making and repair facilities.
- • Boat washing.
- • Car parks (when necessary).
- • Refreshments.

3.0 Other Facilities

3.1 The Host National Association shall ensure the availability of the following facilities either close to the dinghy park or served by adequate means of transport. Details shall be included in the Organising Authority's submission:

- • Clubhouse where Members can meet.
- • Facilities for Competitors to access the internet.
- • Adequate accommodation varying in price, including camping facilities.
- • Suitable venues for the prize giving dinner, social functions, the Annual General Meeting and any other International Association meeting.
- • Suitable indoor accommodation and comprehensive equipment for speedy and accurate regatta measurement and weighing of boats, equipment, spars and sails.
- • Suitable areas for unloading and storing 40 ft. ISO containers within easy walking distance of the boat park.

Event Calendar

The racing and social calendars shall be so arranged as to provide sufficient free time for International Association meetings. At a World Championship this will normally be a meeting of the International Governing Council and the Annual General Meeting of the International Association.

4.0 Budget, Entry Fee and Cost

Budget

4.1 The Organising Committee is responsible for the event budget.

Cost Elements.

4.2 The Budget shall cover the whole cost of the regatta. Attention is drawn in particular to the need to allow for costs relating to:

- • Travel, accommodation and equipment for the Championship Chief Measurer.
- • Travel and accommodation for the International President. (World Championships only)
- • Travel, accommodation and subsistence costs for the International Jury.
- • Measurement facilities.
- • Hire of equipment for use both ashore and afloat.
- • Accommodation rental (dinghy park, measurement halls, container and trailer park, car park, meeting rooms, space for social events and the prize giving ceremony).
- • Container handling costs, agents' fees, haulage and demurrage. These costs should be budgeted from ship's side to ship's side in the host territory.
- • Container trailer demurrage.
- • Merchandise cost and revenue.
- • Franchise costs and revenue.
- • Press facilities ashore and afloat.
- • Prizes and memento costs.
- • Social events.
- • Weather forecast.
- • Signposting.
- • Separate press and spectator craft.

Cost of Travel and Accommodation.

4.3 The provision of travel and accommodation for Officials and Jury members should not exceed Economy air fare, standard rail fare, three star hotel accommodation and a reasonable daily meals allowance when appropriate. No allowance shall be made for the expenses of spouses. The Organising Committee shall advise all recipients of these facilities at the outset and of the standard to be provided and ensure that providers accept only an Organising Committee signatory for charges to the Regatta Account.

Income.

4.4 The Organising Committee should take note of the opportunities for early cash income to cover preliminary expenses presented by the sale of franchises, advertising in regatta publications and Sponsors' initial payments with the appropriate early exposure.

Media Rights

4.5 It is the policy of ISAF to cede media rights to International Classes in respect of their events, and it is the policy of the Class to cede those rights to the Organising Committee of any International Championship, subject to written approval from the IEC for use of the Class logo on any item.

Sponsorship

4.6 Experience has shown that sponsorship in cash or by the free provision of goods or services is essential for a major championship. Accordingly it is helpful if sponsors can be identified when application is made to the International Association for the event.

The order of priority for the application of Sponsor's funds should be:

- • To subsidise travel for competitors and boats, particularly for those who will incur great expense in travelling to the championship.
- • To reduce entry fees.
- • To enhance the on-the-water facilities, including Press and Spectator craft.
- • To ensure the highest standard of prizes and mementos.
- • To support the social events.

Details of sponsorship arrangements and the necessary application to comply with the current sponsorship requirements of ISAF and the International Association shall accompany the Organising Authority's final proposals. The application to hold the event shall state the likely level of sponsorship and the effect on the cost of the event to competitors. Where discussions with potential sponsors are sufficiently advanced, the Sponsor's expectations shall be clearly set out.

5.0 Measurement Equipment

- 5.1 The International Measurer will normally supply scales, check weights and templates, although it is helpful if the Organising Authority can make available or identify the availability of reserve equipment. The Organising Authority should provide a gantry suitable for suspending the boats whilst weighing. For sail measurement it is preferable if boards are made up and supported on tables or trestles so that measuring can be done whilst standing.
- 5.2 Although it is a requirement of the Class that the measurement be under the supervision of the International Measurer, the Organising Authority should have a team of people to assist with the measurement. The numbers will depend upon the size of the fleet and the time available, but it has been found that a team of twelve people can measure about ten boats an hour.
- 5.3 Lead corrector weights shall be available for purchase by competitors who need to adjust the weight of their boats. Selected boats may be subject to a complete hull measurement by the Chief Measurer.. It shall verify in good time that the measurement facilities required by Rule C1 4.2 are available.

6.0 Committee, Safety and Other Boats

Committee Boat and Mark Boats

- 6.1 The Organising Authority shall provide an adequate committee boat that can be suitably manoeuvred and anchored. It should have radio communication with the shore and all mark boats, safety and support boats.

Safety Boats

- 6.2 There shall be at least one safety boat to every ten boats competing and a proportion of these should have a low enough freeboard to allow manoeuvring close to competitors without risk of damage.

Jury Boat

- 6.3 There shall be at least one fast and manoeuvrable vessel with good all-round visibility at the disposal of the International Jury.

Press and Spectator Boats

- 6.4 There should be adequate facilities to enable the Press and spectators to go afloat to watch the racing without interfering with the operation of the craft involved in the management of the racing.

7.0 Racing

Number of Races

- 7.1 The number of races and the race programme shall be subject to Rule C1 6.1 The following guidelines should be followed:
- • There is no requirement for a practice race, especially if there has been a Pre-World Regatta.
 - • A World Championship comprises a series of nine races over seven days., The race programme shall pre-schedule the two-race days, and it is recommended that these be early in the event to allow maximum flexibility., The Sailing Instructions should contain provision that if a race cannot be sailed as scheduled, it may be postponed to the next day.

Race Time

- 7.2 The race time should normally be midday unless local conditions make another time desirable in the view of the Organising Committee. The race time should be stated in

the Notice of Race.

Limiting Conditions

- 7.3 Races should not normally be started when the wind gusts exceed 35 knots (18 metres per second) or when the wind or sea conditions make racing unsafe or when there are significant periods when the wind is less than 3 knots (1.5 metres per second).

8.0 Courses

Configuration

When one race is scheduled for the day the course should comprise eight legs, i.e. windward/leeward, triangle, windward/leeward, and a finish leg to windward. When two races are scheduled for the day, the course should comprise seven legs, i.e. windward/leeward, triangle, windward/leeward, with the finish at or close to the leeward mark. Other requirements are:

- • Marks should normally be rounded to port unless conditions make this impracticable or undesirable. However, in large fleets consideration may be given to a leeward gate with alternative marks that may be rounded on different sides.
- • It is desirable to lay a spacer mark fifty to seventy metres to port of the windward mark to separate boats beginning the leeward leg from those approaching the windward mark.
- • Radar and, if available, GPS or other electronic positioning equipment should be used to lay the course and ensure the accuracy of any course change introduced by the Race Committee as a race proceeds.
- • Unless exceptional weather conditions make it impracticable, gate starts should be used and the starting area shall be approximately half a nautical mile to leeward of the leeward mark of the course.
- • The course should be an approximate isosceles triangle. Treating the windward leg as the base of the triangle, the angles to the other two sides (the reaches) shall be 45 degrees plus or minus 5 degrees, making due allowance for tidal streams if necessary.
- • The length of line windward leg from the leeward mark should be about 1.5 miles, but the overriding consideration is to provide a course which is likely to produce a race duration of not less than 2 hours and not more than 3 hours in the anticipated conditions for the day,
- • In the event of winds in excess of 20 knots (10 metres per second) the Race Committee may, at its discretion, move the reaching mark towards the windward mark, keeping the first turning angle at approximately 45 degrees (plus or minus 5 degrees), but broadening the second reach so that it makes an angle to the windward leg of approximately 35 degrees. The object is to ensure that even if the first reach is a two-sail reach, the second will be a three-sail reach.
- • Facilities should be available to enable the marks to be moved in the event of a major windshift.
- • Marks should be large enough to be seen from the preceding mark and Mark Vessels should show some distinguishing signal, such as a large, visible flag or shape.
- • The Committee Boat should stay at or near the leeward mark until after the first round has been completed.
- • In the event that better sailing conditions can be found nearer the shore than the designated area, the course may be set inshore, bearing in mind the wishes at the competitors conveyed to the Race Committee by the Class Liaison Officer.

9.0 Notice of Race and Other Information

Availability

- 9.1 The Notice of Race should be available as soon as possible and not later than eight months before the event is to be held.

Contents

- 9.2 The Notice of Race shall contain the information required by RRS and by these Rules, together with any unusual requirements or conditions, for example any special insurance requirements or any local requirement concerning safety. It shall also contain the date on which any meeting of the IGC or International Annual General Meeting is to be held.

Circulation

- 9.3 As soon as it is available, the Organising Authority shall circulate copies of the notice of race to the International Office and National Secretaries of all Countries eligible to enter competitors in the event.

10.0 Sailing Instructions

Availability

- 10.1 The sailing instructions shall be available to competitors as soon as they arrive for the Preliminary Regatta or Practice Race.

Text

- 10.2 Draft sailing instructions shall be submitted to the International Office for consideration six months before the start of the Regatta and only published with the authority of the International Association, which will not be unreasonably withheld.

Change of Sailing Instructions

- 10.3 When a change of sailing instructions is deemed necessary the wording of such a change shall be approved by the Jury Chairman, the Chairman of the Race Committee, the President of the International 505 Class Association or his nominee and the Class Liaison Officer for the Regatta.

11.0 Points and Trophies

Scoring System

- 11.1 The series will be scored as provided in RRS Appendix A using the Low Points System. If eight or more races are held a boat's worst two results shall be excluded. If between four and seven races are held a boat's worst result shall be excluded. The championship shall not be awarded if less than three races are sailed.

THE CHAMPIONSHIP STANDARD SAILING INSTRUCTIONS

NOTE: These instructions are based on RRS Appendix K - with adaptations to reflect the specific preferences of the Class.

The International 505 Class {World or Continental} **Championship**

{dates, from measurement until the final race}

{the name of the organising authority}

{the city and country}

Sailing Instructions

1.0 Rules

- 1.1 The Regatta will be governed by the Racing Rules of Sailing (RRS), the Rules of the International 505 Class Yacht Racing Association (the Association) (except as any of these are altered by these Sailing Instructions), and by these Sailing Instructions.
- 1.2 The prescriptions of the _____ national authority (will not apply / are changed as follows)
- 1.3 If there is a conflict between the meaning of these Instructions in different languages, the English text will prevail.

2.0 Entries

2.1 *Procedure*

Eligible boats may be entered by completing registration with the Organising Authority

2.2 *Responsibility*

Competitors participate in the Regatta entirely at their own risk. See RRS Rule 4, Decision to Race. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

2.3 *Life-Saving Equipment (this changes RRS 1.2)*

2.3.1 Personal Buoyancy

Adequate personal buoyancy having a minimum buoyancy of 4.5kg for each competitor shall be worn or carried in the boat at all times. A wet suit does not alone constitute adequate personal buoyancy. Personal buoyancy shall be worn whilst afloat when flag Y is shown from the {state location}.

2.3.2 Safety Equipment

The following equipment shall be carried at all times whilst racing: {list any items specified by the Organising Authority that have previously been identified in the Notice of Race}

- A compass

{- A paddle not less than 75cm in length, of a practical design and capable of propelling the boat}

{- A towing line not less than 10 metres long nor less than 6mm in diameter.}

2.4 *Measurement Certificate*

Before a boat may race her valid measurement certificate shall be presented to the Race Office {state time by which it must be presented}. Only in exceptional circumstances, and with the specific dispensation of the Jury, may RRS 78.2 be applied. Should such a dispensation be granted, the owner shall lodge a deposit, which may be forfeited when such certificate or copy is

not submitted to the race committee before the end of the event. The deposit shall not be less than 50% of the Championship Entry Fee. This changes RRS 78.2.

2.5 *Measurement*

The Race Committee may measure any boat and/or spars and/or sails during the championship.

2.5.1 All boats spars and sails shall be produced for measurement at the time and place designated by the race committee on the official notice board [identified in Instruction 3.0] and only boats, spars and sails passed and in the case of spars and sails, distinctly stamped or marked, shall be used for racing. Only foils weighed with the boat and distinctly stamped or marked shall be used for racing.

2.5.2 Only the following sails and spars may be presented for measurement:

- 2 headsails, 2 mainsails, 2 spinnakers
- 2 masts, 2 booms, 2 spinnaker poles.

Additional sails or spars may subsequently be allowed only at the discretion and with the express permission of the jury.

2.5.3 In the event of a boat having suffered serious damage, either while in transit or during a race, the jury may authorise the use of another boat.

2.6 *Identification*

RRS Appendix G3 shall apply. A boat loaned or chartered for this event may carry national letters or sail numbers in contravention of class rules. Applications to sail other than in accordance with RRS 77, identification on sails, shall be made in writing to the Jury. Permission will only be granted in extreme hardship. In no circumstances will a boat be permitted to use the sail number of another boat that is racing.

2.7 *Member on Board*

The helmsman and crew of every boat shall be a Member of the International 505 Class Yacht Racing Association. No change of crew is permitted except at the discretion and with the express permission of the jury.

2.8 *Insurance*

Every boat shall be covered by insurance for third party risks in a sum of not less than GBP1,000,000. {or such other sum as is recommended by the host National Authority}.

3.0 Notices to Competitors

Notices to competitors will be posted on the Official Notice Board(s) located {specific location(s)}.

4.0 Changes in Sailing Instructions

Any change to these sailing instructions will be posted before 09.30 hrs on the day it will take effect, except that any change to the schedule of races will be posted by 19.00 hrs on the day before it will take effect.

5.0 Signals Made Ashore

- 5.1 Signals made ashore will be displayed at {specific location}.
- 5.2 When Flag AP is displayed ashore, "1 minute" is replaced with "not less than x minutes" in race signal AP. This alters RRS Race Signals AP.
(x should be the minimum reasonable time for the whole fleet to react, launch and sail to the racing area)
- 5.3 Flag B fully hoisted with one {sound signal} means 'Protest Time has begun.' When lowered half way, it means 'There are less than 30 minutes remaining before protest time ends.' When lowered, it means 'Protest Time has ended.'

6.0 Schedule of Races

Races are scheduled as follows:

Race	Day and Date	Time of Warning Signal of first race
Races 1&2		
Races 3&4		
Race 5		
Race 6		
Race 7		
Race 8		
Race 9		

No warning signal will be made after {time} on the last day of racing.

7.0 Class Flag

The class flag will be flag W.

8.0 Racing Area

The racing area will be as shown in Illustration A, attached. {A section of a chart or other suitable map should be copied and marked for this purpose.}

9.0 The Course

- 9.1 The diagram(s) {below} {in Illustration B} shows the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. Mark 1 will be approximately 1.5 nautical miles from Mark 3. The first and last legs will be approximately 0.5 nautical miles longer than the distance from Mark 3 to Mark 1.
- 9.2 The course will be an approximately isosceles triangle having a base of up to 1.5 nautical miles. The position of Mark 2 may be adjusted to provide a fine and a broad reach in stronger winds. Mark 1 will be the windward mark at the start. Marks shall be left to Port.

{Insert course diagram(s) here. When there are navigational marks that are to be observed, they shall be shown on the course chart.}
- 9.3 The approximate compass bearing from the Port Limit Mark to Mark 1 will be displayed from the race committee signal boat.
- 9.4 **Starting Area**

The starting area will normally be approximately 1.8 miles to leeward of Mark 1. Mark 3 will not become a mark of the course until the first two legs of the course have been sailed.
- 9.5 Courses will not be shortened. In the event of light winds the Race Committee may set a course with shorter legs to avoid exceeding the Time Limit. This changes RRS 32.

10.0 Marks

Marks 1, 2 and 3 will be {description of marks}. New marks, as provided in instruction 13, Change of Course after the Start, will be {description of marks}. The starting and finishing marks will be {description of marks}.

11.0 The Gate Start

11.1 Starting Marks will be:

(a) The Port Limit Mark, a {describe the mark} on the starboard side of the race committee boat.

OR

The Port Limit Mark, a {describe the mark} released from the stern of the gate launch approximately 10 seconds before the start.

(b) The Pathfinder.

(c) The Gate Launch, displaying flag G.

11.2 Races will be started using RRS 26. The Warning Signal shall be 8 minutes before the starting signal. Signals will be displayed from the Race Committee Boat, which will also display flag G, signifying a gate start. The time between the starting signal and the time at which the Gate Launch will stop at the starboard end of the starting line will not be less than four minutes.

11.3 The Pathfinder for the first race sailed will be appointed by the race committee. The Pathfinder for subsequent races will be the boat that finished tenth in the preceding race. When this boat is unable to race or has acted as Pathfinder previously, the Pathfinder will be appointed by the race committee and will normally be the boat that finished eleventh in the preceding race. The national letters and sail number of the Pathfinder will be posted on the official notice board for the first scheduled race of the day, and on the Race Committee Boat for the second race of the day. Prior to the preparatory signal the Pathfinder shall report to the Gate Launch, which will be near the {Port Limit mark} {race committee boat}.

11.4 Not used.

11.5 Approximately 30 seconds prior to the starting signal:

(a) the Pathfinder will begin a close-hauled port tack from the {Port Limit Mark} {close to the stern of the race committee boat}.

(b) the Gate Launch will keep station close astern of the Pathfinder.

11.6 The starting line (except for the Pathfinder) will be between the Port Limit Mark and the centre of the stern of the Gate Launch.

11.7 All boats (except for the Pathfinder) shall start on starboard tack after the starting signal. A boat starting prematurely shall retire from the race. RRS 29.2, Individual Recall, shall not apply.

11.8 The Pathfinder shall sail its close-hauled course until it is released by hail from the Gate Launch, after which it ceases to be a starting mark and may continue or tack onto starboard tack.

11.9 After the release of the Pathfinder the Gate Launch will continue its course and speed until the gate has been opened for the period signalled in sailing instruction 11.2. It will then stop, make a long sound signal, drift for three minutes, and finally signal the close of the gate by lowering flag G with a short sound signal. Thereafter no boat shall start.

11.10 Before starting, a boat shall not interfere with the Pathfinder. Any boat that interferes with, or passes between or attempts to pass between the Pathfinder, the Gate Launch or the Guard Boat, or that causes another boat

to interfere in any of these ways, or that is on the port side of the Gate Launch as it opens the gate, shall retire from that race and shall be ineligible for any restarts of that race unless the infringing boat can satisfy the Race Committee that its actions were caused either by another boat not having right of way or by some other unavoidable circumstance. This changes RRS 36.

12.0 Mark Boats

Mark boats will be stationed beyond each mark. At the finish, the mark boat will be stationed beyond the finishing line. When on station only, each mark boat will display a {flag or shape}. Failure of a mark boat to be on station or to display her signal will not be grounds for redress. This changes rule 62.1(a).

13.0 Change of Course After the Start

To change the position of the next mark, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signalled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark rounded after the new mark may be relocated without further signalling in order to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark

14.0 The Finish

The finishing line will be between a staff displaying an orange flag or shape on the Race Committee Boat and the port-end finishing mark or between staffs displaying orange flags or shapes on the Race Committee Boat and another boat.

15.0 (not used)

16.0 Time Limit, Postponement and Abandonment

16.1 Time Limit

The time limit will be four hours. Boats failing to finish within sixty minutes after the first boat finishes or within the time limit, whichever is later, will be scored Did Not Finish. This changes rule 35.

16.2 Postponement or Abandonment

The races will be sailed consecutively.

If a race has been postponed or abandoned for the day, it will normally be resailed the next day, and subsequent races will be rescheduled.

Only one race will be sailed on the final day unless at the start of the final day's racing only one race has been completed.

Under no circumstances will more than two races be sailed on any one day.

17.0 Protests and Requests for Redress

17.1 Protests shall be written on forms available at {location} and delivered there within the Protest Time Limit.

17.2 The Protest Time Limit shall be 90 minutes after the last boat has finished the last race of the day.

- 17.3 Protest notices will be posted within 30 minutes of the Protest Time Limit to inform competitors of hearings in which they are parties or named as witnesses, of the time of the first hearing and of the order in which the hearings will be held.
- 17.4 Notices of Protests by the Race Committee or Jury under RRS 61.1(b) will be posted on the Official Notice Board before the expiry of the Protest Time Limit.
- 17.5 A list of boats that have acknowledged breaking RRS 42 as modified under Instruction 20, or that have been disqualified by the Jury will be posted before the Protest Time Limit.
- 17.6 For the purpose of RRS 64.3.(b) the "authority responsible" shall be the Class International Measurer or his nominated deputy
- 17.7 Breaches of Instructions 2.3 and 19 (and any safety check out an in system introduced by Organisers) will not be grounds of protest by a competitor. This changes RRS 61.1(a).
- 17.5 Decisions of the jury will be final as provided in rule 70.4.
- 17.6 The constitution of the Jury has been approved by the (insert National Authority) [*include only when MNA approval is required under RRS 89 (c).*]

18.0 Scoring

The Low Point scoring system, RRS Appendix A will be used except that:

- • If eight or nine races are completed, a boats worst two scores are excluded
- • If between four and seven races are completed, a boats worst score is excluded
- • If three races only are held, no scores are excluded.

19.0 Support Boats

Team leaders coaches and other support personnel shall not enter an area defined by a perimeter drawn 100m outside the marks of the course, including the starting signal vessel and a point defined by the intersection of a close hauled port tack course from the starting vessel and the starboard tack lay line to Mark 1 from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment. The penalty for failing to comply with this requirement will be points for twenty additional places added to the scores of all boats associated with the support personnel who do so.

20.0 Propulsion

RRS Appendix N, immediate (yellow flag) penalties for breaking rule 42 will apply.

RRS 42.3(b) is altered by Class Rule B13 as follows:

"Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to accelerate a boat down the face of a wave or in response to an increase in the speed of the wind, but not more than three repeated pulls and releases of the sail may be made for each wave or gust of wind."

21.0 (not used)

22.0 Radio Communication

A boat shall not have on board when racing any means of making or receiving radio transmissions except an EPIRB.

23.0 Prizes

Prizes will be awarded as follows:

{The International Office and the Organising Committee will agree the list of prizes for inclusion in the sailing instructions.}

IF THE OPTION OF LINE STARTS IS TO BE RETAINED THE FOLLOWING IS REQUIRED:

24.0 Fixed Line Starts (flag F)

24.1 Starting Line

When flag F is displayed on the committee boat a fixed line start will be used. The starting line is between staffs displaying orange flags or shapes on two race committee boats.

24.2 Limit Marks

Approximately 15 metres inside each committee vessel but to windward of the line, {yellow conical buoys} may be laid as limit marks. Yachts shall not pass between a committee vessel and its adjacent limit mark. The limit marks rank as starting marks.

24.3 Starting Procedure

Races will be started using rule 26. The Warning Signal shall be 8 minutes before the Starting Signal.

24.4 A boat shall not start later than four minutes after the starting signal.