



On behalf of the International 505 Association of Western Australia, the Fremantle Sailing Club, the Chairman, the Committee and all of the competitors:

Many thanks for the generous support of our major sponsor





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FREMANTLE SAILING CLUB (Inc.)

ABN: 83 047 756 642



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COMMODORES WELCOME

With the Grolsch National 505 Championships here at Fremantle followed immediately by the Grolsch World 505 Championships we are looking forward to a period of intense, exhilarating and exciting sailing in this most competitive class.

It is with considerable pleasure therefore that on behalf of my fellow Flag Officers, Board Members and members that I welcome all competitors, race officials and friends to the Fremantle Sailing Club. We are delighted to be able to host these two events on behalf of the Western Australian 505 Association.

While competition is keen in classes such as the 505's, and the number of competitors attending these championships is large, it is events such as this that raise the overall levels of skill and participation in our sport. At the same time friendships are formed and renewed and in this context I hope that all of you, as visitors, are able to enjoy all of the facilities of the Fremantle Sailing Club both on and off the water.

I wish you all fair winds and fair sailing.

Frank Daly

Commodore.



505 EXECUTIVE TEAM

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NSW (Sydney)

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NSW (Toronto)

Peter Hewson
Tel: 02 495 98122

QLD (South)

Earle Alexander
Tel: 0407 574 027

QLD (North)

Paul Mitchell
Tel: 0403 295 433
Or (07) 49467590

SA

Sandy Higgins
C/O Binks Yachts Fittings
Tel: (08) 8294 6211



BACKGROUND INFORMATION AND VENUE

Australia is the world's largest island and is home to 19 million people. Over 70% of the population live in coastal capital cities like Perth, Sydney, Brisbane and Melbourne.

Perth and Fremantle are cities geared for tourism and ideal for world championships. Here the natural combination of golden beaches, endless blue skies, clear water and the legendary wind known as the Fremantle Doctor make visiting Western Australia an unforgettable experience.

Perth, the capital of Western Australia, is an aquatic city built around the picturesque Swan and Canning Rivers, with the Indian Ocean to the west. The port city of Fremantle (approximately 15 kms from Perth) forms a part of Perth and is a popular destination for yachts from around the world.

There are 11 yacht clubs on the Swan River and 7 yacht clubs by the ocean. Perth has the highest per capital boat ownership in Australia and is amongst the highest in the world. Sailing and other water sports are an integral part of Western Australian life.

Experience with hosting large championships is extensive. Events like the World Swimming Championships, World Windsurfing Championships, world-class tennis, golf, surfing, and the annual World Rally championships, to name a few. Perth and Fremantle have also hosted the America's Cup and the Whitbread Round the World Yacht Race.

The long uninterrupted coastline of Perth provides many ideal ocean racing venues, varying from long beaches with little or no shore break to exposed areas with sand banks and swell. All the ocean beaches have clean white sand with no exposed reefs or obstacles. The coast line can be viewed from a coastal highway overlooking the beaches providing easy access.

FREMANTLE DOCTOR

This katabatic sea breeze blows in every afternoon during summer (November to February) reaching 25 to 30 knots. The strength and consistency of the "Fremantle Doctor" is world renowned amongst sailors.

WEATHER AND TIDES

December – Mean Figures (Source: Commonwealth Bureau of Meteorology)

| | | |
|-----------------|----|-------------|
| Wind Direction: | 10 | 155 degrees |
| | 11 | 165 degrees |
| | 12 | 175 degrees |
| | 13 | 185 degrees |
| | 14 | 195 degrees |
| | 15 | 200 degrees |
| | 16 | 195 degrees |
| | 17 | 195 degrees |
| | 18 | 190 degrees |

| | | |
|-------------|---|------------|
| Wind Speed: | 9 | 17.9 km/hr |
| | 3 | 27 km/hr |



WEATHER AND TIDES cont.

Water Temperature 18.6 degrees Celsius

Ambient Temperature: High 25.4 degrees Celsius
 Low 16.5 degrees Celsius

Tidal predictions for Fremantle: (source Coastal Data Service):

| | |
|-------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| Tuesday 3rd Dec 2002 | 0.34m @ 5:22 am 1.06m @ 8:28 pm |
| Wednesday 4th Dec 2002  New Moon | 0.28m @ 6:15 am 1.09m @ 8:53 pm |
| Thursday 5th Dec 2002 | 0.24m @ 7:02 am 1.08m @ 9:17 pm |
| Friday 6th Dec 2002 | 0.25m @ 7:45 am 1.06m @ 9:39 pm |
| Saturday 7th Dec 2002 | 0.29m @ 8:26 am 1.01m @ 10:02 pm |
| Sunday 8th Dec 2002 | 0.34m @ 9:02 am 0.96m @ 10:30 pm |
| Monday 9th Dec 2002 | 0.41m @ 9:36 am 0.90m @ 10:59 pm |
| Tuesday 10th Dec 2002 | 0.47m @ 10:06 am 0.84m @ 11:24 pm |
| Wednesday 11th Dec 2002  First Quarter | 0.51m @ 10:33 am 0.79m @ 9:52 pm |
| Thursday 12th Dec 2002 | 0.54m @ 8:32 am 0.77m @ 8:00 pm |
| Friday 13th Dec 2002 | 0.56m @ 8:50 am 0.82m @ 7:13 pm |
| Saturday 14th Dec 2002 | 0.57m @ 8:22 am 0.87m @ 7:15 pm |
| Sunday 15th Dec 2002 | 0.55m @ 5:48 am 0.92m @ 7:22 pm |



RACING AND SOCIAL PROGRAM

| DATE | TIME | RACING | SOCIAL PROGRAM |
|------------------------------|-----------------------------|-----------------------------------------|-------------------------------------------------------|
| Monday 2 December | 0900 - 1700 | Registration & Measurement | |
| Tuesday 3 December | 0900 – 1200 1300 1900 | Registration & Measurement Race 1 | Welcome BBQ including presentation |
| Wednesday 4 December | 1000 1300 1800 | 2 races / day | Australian AGM - Bridge Presentations – Garden Bar |
| Thursday 5 December | 1300 1800 | 2 races / day resail if req. | Presentations – Garden Bar |
| Friday 6 December | 1300 1900 | 2 races / day resail if req. | Australian/Pre World Presentations |
| Saturday 7 December | 0900 – 1200 | Registration & Measurement, Lay Day | |
| Sunday 8 December | 1300 1800 | Worlds commence (9 Race over 7 days) | Presentations – Garden Bar |
| Monday 9 December | 1300 1800 | 2 races scheduled | Presentations – Venue TBC |
| Tuesday 10 December | 1300 1800 | 1 race scheduled | Presentations – Garden Bar |
| Wednesday 11 December | 0930 1300 1800 | 2 races scheduled | World AGM - Wardroom Presentations – Garden Bar |
| Thursday 12 December | 1300 1800 | 1 race scheduled | Presentations – Garden Bar |
| Friday 13 December | 1300 1800 | 1 race scheduled | Presentations – Garden Bar |
| Saturday 14 December | 1300 1845 | 1 race scheduled | World Presentations |



GENERAL INFORMATION – FREMANTLE SAILING CLUB

DRESS REGULATIONS – MAIN CLUB

- No bare feet, sandal or thongs
- No singlets
- No wet sailing gear
- NO HATS OR YOU BUY THE BAR
- Respectable clothing
- You are welcome to use the change rooms at the main club access via the rear gate (right side of the building when facing the main entry).

RACE CONTROL OFFICE

Activities Room One next to the main club house

ISS INTERNET CAFE

Dinghy clubhouse near measurement marquee

RACING AREA

Course area is shown in the Sailing Instructions. Hazards are depth of water 4-5m in the southern part of the course area, and Fish Rocks. Ships are unlikely to give way.

RESULTS

Results will be available after the daily presentations at 1800

JURY

The jury room is situated in Committee Room 2 near the main clubhouse.

CANTEEN

The canteen located near the measurement marquee will generally be open from 10 am – 2pm daily and after racing

BAR AND GALLEY - MAIN CLUB

The bar and Galley (food) will be open normal club hours.

| Sailors Bar | Times | Galley | Times |
|--------------------|--------------|---------------|-------------------------|
| Sun/Tues | 1000 - 1930 | Mon/Sun | 1200 – 1400 (lunch) |
| Wed/Sat | 1000 – 2300 | Mon/Sun | 18.30 – 20.30 (dinner) |
| | | Sunday | 8am – 10.30 (breakfast) |



PARKING

Parking is prohibited next to the Race office, anywhere on the lawns, or the boat drop-off loop or reserved bays.

GENERAL INFORMATION – MISCELLANEOUS

SAIL REPAIRS

Hill Sails

12 Grey St Fremantle

Open 8am to 5pm Monday to Saturday.

Telephone: 9 430 7685 or phone 0417 963 844 for emergencies (Graham Hill)

Robertshaw Sails

154 Healy Road, Hamilton Hill

Telephone: 08 9331 3583 Fax: 08 9331 3583 Mobile: 0414 938 781 (Mark Robertshaw)

Email: markrobertshaw@arach.net.au

AUS 8506

BOAT FITTINGS

Wilson Marine

200 metres North of Fremantle Sailing Club.

Fully stocked with Ronstan fittings and supplies.

Telephone: 9 336 1111 or email wilsonmarine@bigpond.com.au

Sail Power

Carrington St, Nedlands

Telephone: 9 386 3094 Fax 9386 3552

Yacht Grot

57 Queen Victoria Ave,

Fremantle

Telephone: 9 430 6766

BOAT REPAIRS/DAMAGE

Windrush Yachts

1 Stockdale Road O'Connor

Telephone: 9 314 1317 (Brett Burvill)

Pro Sail Marine and Chandlery

47A Norma Road. Myaree

Telephone: 9317 2000 or 0412 146 222 for emergency (Louis Suriano)

LOSS OR DAMAGE

The FSC, RFBYC nor the International 505 Association of Western Australia will not be held responsible for any loss or damage to person, property, boats or equipment.



MEDICAL PROVISIONS

FIRST AID

Located at the Dinghy Clubrooms

PHYSIOTHERAPY

Southcare Physiotherapy
1 Forrest Rd (cnr Rockingham Rd)
Hamilton Hill

Telephone: 9 335 7050 8am to 6pm

A/H Service: Vivienne Bryant: 0411 488 709

MEDICAL AND EMERGENCY CARE

Fremantle Hospital (open all hours)
Cnr South Terrace and Alma St, Fremantle
Telephone: 9 431 3333

Hospital General Practice (open 6 days per week, closed Sundays)
Fremantle Hospital
South Terrace
Telephone: 9 430 5760

DOCTOR

Dr Trevor Lord
Mobile: 0418 910 156

DENTIST

Dr John Hands & Dr Amelia Fanaian
Melville Dental Surgery
529 Canning Hwy
Alfred Cove 6154
Telephone: 9 330 8200, After Hours: 9 339 2393

Boat number: AUS 8274

FORMER AUSTRALIAN NATIONAL AND WORLD CHAMPIONS

| YEAR | WINNER | VENUE |
|-----------------|-----------------------------------------------------|-------------------------------------------|
| 1958 | John Bagshaw/D Quillen | Vic (Brighton) |
| 1959 | Doug Brooker/? | NSW (Sydney) |
| 1960 | F Neill/Ian Gray | SA (Port Lincoln) |
| 1961 | John Bagshaw/A Neill | Vic (Brighton) |
| 1962 | F Neill/Ian Gray | SA (Brighton) |
| 1963 (W) | B Price/C Hough (World Champ 63) | Vic (Brighton) (Larchmont USA) |
| 1964 | B Barnes/I Lemon | NSW |
| 1964 W | J Parrington/C Hough | Cork Ireland |
| 1965 | John Curneo/A Martin | SA (Brighton) |
| 1966 | Rod Dalglish/? | ACT (Canberra) |
| 1966 W | Jim Hardy/Max Whitnall | Adelaide Australia |
| 1967 | R Lanyon/P Sharpe | SA (Brighton) |
| 1968 | J Schramm/ T Schramm | Vic (Brighton) |
| 1969 | P Harvey/R Norris | NSW (Toronto) |
| 1970 | Rod Dalglish/ D Bull | SA (Brighton) |
| 1971 | P Harvey/R Norris | NSW (Pittwater) |
| 1972 | Mark Bethwaite/I Pitt | Vic (Brighton) |
| 1973 | Rod Dalglish/R Norris (Tie) G Mellody/I Ross | SA (Henley) |
| 1974 | V Miles/M Miles | ACT (Canberra) |
| 1975 | Terry Kyrwood/R Crick | SA (Pt Vincent) |
| 1976 | Terry Kyrwood/R Crick | NSW (Toronto) |
| 1977 | Terry Kyrwood/R Crick | Vic (Brighton) |
| 1978 | Geoff Kyrwood/R Kyrwood | SA (Brighton) |
| 1979 | Terry Kyrwood/R Crick | NSW (Pittwater) |
| 1980 | Terry Kyrwood/R Crick | SA (Henley) |
| 1981 | N Harrison/R Lumb | ACT (Canberra) |
| 1982 | N Harrison/N Patterson | SA (Brighton) |
| 1983 | Dave Porter/J Craig | NSW (Sydney) |
| 1983 W | Terry Kyrwood/R Crick | Adelaide Australia |
| 1984 | Peter Hewson/A Ovenden | NSW (Sydney) |
| 1984 W | Dean Blatchford/Tom Woods | Gromitz W.Germany |
| 1985 (W) | Gary Brunigies/G Gardiner (World Champ 85) | Vic (Brighton) Enoshima Japan |
| 1986 | Dean Blatchford/Tom Woods | SA (Henley) |
| 1987 | Dean Blatchford/Tom Woods | NSW (Sydney) |
| 1988 | Dean Blatchford/Tom Woods | QLD (Humbybong) |
| 1989 | Geoff Kyrwood/P Campbell | SA (Brighton) |
| 1990 | Mark Soulsby/N Patterson | NSW (Toronto) |
| 1991 | Chris & Darren Nicholson | WA (Fremantle) |
| 1992 (W) | Chris & Darren Nicholson (World Champ 92) | Vic (Melbourne) (Santa Cruz USA) |
| 1993 | Chris & Darren Nicholson | QLD (Brisbane) |
| 1994 | Dean Blatchford/Jason Field | SA (Henley) |
| 1994 (W) | Chris & Darren Nicholson | Durban South Africa |
| 1995 | Chris & Darren Nicholson | QLD (Brisbane) |
| 1996 | Chris Nicholson/Gary Boyd | NSW (Sydney) |
| 1997 | Adrian Finglas/S Gorman | WA (Fremantle) |
| 1998 | Hugh Stodart/S Gorman | NSW (Toronto) |
| 1999 | Sandy Higgins/S Gorman | SA (Brighton) |
| 2000 | Les Nathanson/S Gorman | QLD (Brisbane) |
| 2001 | Sandy Higgins/Paul Marsh | NSW (Sydney) |

TROPHY LIST

| | |
|-----------------------------------|-----------------------------------------------------------------------------|
| Perpetuals | |
| Channel 7 Perpetual Trophy | 1 st Overall |
| Lawford Perpetual Trophy | 1 st Overall |
| Memosail Trophy | Winning Crew (1 st Overall) |
| Kyrwood Family Perpetual Trophy | 1 st Handicap |
| Delmar Morgan Perpetual Trophy | 1 st Invitation Race |
| Womens Division Trophy | 1 st Woman (skipper or crew) |
| Masters Division Perpetual Trophy | 1 st of Skipper over 45yrs or combined crew age of 80yrs or over |
| Junior Division Perpetual Trophy | 1 st Skipper under 21yrs |
| Rod Challinor Teams Trophy | First 3 boats from an association fleet to count |
| Peter Pisters Perpetual Prize | Last placed skipper to finish all races. |



The History



The origins of a Dutch Classic

From humble beginnings in 1615, Grolsch has grown steadily to become a force in the premium beer market, fronted by the swingtop bottle which has become synonymous with the beer

THE origins of Grolsch as we know it today can be traced back to the beginning of the 17th century; over 380 years to 1615 to be precise, and to an inn in Grol, a town in the very east, the green heart of Holland and not far from the German border.

Here the first recorded owner of a commercial brewery, one Peter Cuyper had inherited his father in law's inn, "de Clock", and it was here that the recipe and the brewing methods for Grolsch were first established. The "de Clock" inn has since changed its name and the brewery has moved a few hundred metres to its present site in the now-named Groenlo, but much else remains unchanged.

In those days, the Middle Ages, beer was both a working man's drink and a favourite with the well-to-do,

facts which have much to do with the poor quality of drinking water. Then brewing was very much a cottage industry and every street boasted its own brewer, but in Groenlo Peter Cuyper was considered the very best.



Founder Peter Cuyper

While in the big towns of Holland beer consumption declined as the likes of coffee and tea grew in popularity and fashionability, happily Grol was far removed from these modish trends and Peter Cuyper's business flourished.

By 1676 he was a most respected businessman, a town dignitary, and had been elected to Guild Master of all the brewers in Grol. As such he introduced fellow-brewers to all the best methods and the secrets of brewing a good beer.

He was also renowned for his extravagance - one evening during his

The History



tenure as Master, the brothers of the Guild managed to down no less than 1100 litres of Grolsch beer - but he was nevertheless a very wealthy man when he died in 1684.

The inn as well as the brewery passed on to his son Hermannus who became the second in a long line of brewer-innkeepers who now make up the Cuyper brewing dynasty. Indeed the family tree is traceable right up to 1895, by which time the brewery had moved outside the city walls - as the old site was too small to cope with demand - when it was purchased by Theodore de Groen a brew master from Utrecht.

More-or-less at the same time, the nearby town of Enschede had become prosperous through its textile industry and the owners of the factories decided it would be an excellent idea to have a brewery for their workers. This brewery was established in 1896, but it became apparent that textile skills were not the same as brewing skills, and the venture was soon in trouble.

Theo de Groen was alerted to the struggling enterprise and through an exchange of shares the Groenlo and Enschede breweries were united under the one ownership. By this time it was de Groen's three sons, who each had two sons, which formed the board and the basis of the family business which survived until 1986.

During de Groen's tenure and shortly after World War II the brewery had moved from a regional force to a national enterprise, and in 1954 the name changed to Grolsche Bier

Brouwerij. The business continued to grow in tandem with demand.

At the time of the second world war Holland's per capita consumption stood at 10 litres, moving up to 15 litres in the post war years. Indeed it continued to increase in a straight line of growth up to 1985 when the per capita consumption peaked at around 85 litres. The line has zigzagged up and down since but Grolsch has nonetheless continued to gain marketshare.

It was at the end of the 1950s that the first advertising campaign for Grolsch was launched under the banner "Craftsmanship is mastership" - a slogan which lasted for 29 years. This underlines the consistency of purpose which is a hallmark of the Grolsch brewery. In 1986 the company was listed on the stock exchange - marking the end of the brewery as a family run concern - but to this day Grolsch remains true to its independent and historic roots.

It is still run as a family business and a young dynamic team on both domestic and international fronts spearhead Grolsch's development. It is a beer brewed with quality craftsmanship as it was back in 1615, and while Grolsch now uses the most advanced technology at both its breweries, it's still man and not the machine in charge.

In short it is the old mastery spanning almost four centuries which guarantees that typical Grolsch quality, and one which marks the birth of a Premium Dutch Lager.





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View the NEW Fremantle 505 Yacht's at the worlds:

- **AUS8797 (Frontier Psychiatrist)**
- **AUS8798 (Blue Lightning)**
- **AUS8799**
- **AUS8801**
- **AUS8811 (Crimson Autograph)**

FREMANTLE 505 PRICE LIST AS AT 1/11/02

Standard Hull

Build Specs

- 10mm end grain balsa sandwich floor
- Foam sandwich decks etc.
- Carbon reinforced
- Colours- no lines, only fades

Lay-out Specs

- Mast step- as per American – specify for different
- Centreboard slot-set up for high aspect board
- Centre case- set up for easy walk forward by skipper and crew, and minimal exposed control lines
- Spinnaker chute similar to UK boats, to cater for larger kites, and joined to foredeck for extra strong section forestay to mast gate
- Includes ventury, mast step (proctor) toestrap attachments.

Price AUS\$ 10,500 Inc GST
Overseas orders: A\$9,850



Carbon Hull

As above, but all carbon hull and foredeck etc.

Price AUS\$14,500 inc GST
Overseas orders A\$13,200

Carbon/Honeycomb Prepreg Hull

Build Specs

- all pre-preg carbon hull
- honeycomb sandwich
- oven cured
- spraypaint finish (almost any colour scheme possible)

Lay-out specs – as above

Price AUS\$22,500 plus spray paint cost. Approx \$1,650 inc GST
Overseas Orders AUS\$20,500 plus spray paint cost. Approx \$1,500

DELIVERY

Ex Windrush Yachts Factory -Approx 8 weeks from order. We do carry stock, so may have your boat in the factory! We can send your boat to anywhere in the world- just ask. Usually best to coincide with a world championships.

FITOUT

American fitout style- to sailing standard without spars, sails incl foils-Fittings and foils: A\$5,200 excl GST, Full fitout A\$2,200 excl GST. Add approx 5 weeks for delivery.

CONTACT FREMANTLE 505

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Mark Stowell +61 41 990 8102 email: merchant@iinet.net.au AUS8798



SAILING INSTRUCTIONS



GROLSCH

2002-2003 OPEN AUSTRALIAN CHAMPIONSHIP
(PRE-WORLD CHAMPIONSHIP REGATTA)
2 - 6 DECEMBER 2002

AND

GROLSCH

**INTERNATIONAL 505 CLASS 2002 OPEN WORLD
CHAMPIONSHIP**
7 -14 DECEMBER 2002



FREMANTLE SAILING CLUB, WESTERN AUSTRALIA



SAILING INSTRUCTIONS

1.0 Rules

- 1.1 The Regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS).
- 1.2 The prescriptions of the Australian Yachting Federation will not apply.
- 1.3 If there is a conflict between languages, the English text will prevail.

2.0 Notices to Competitors

Notices to competitors will be posted on the Official Notice Board located in the Fremantle Sailing Club Dinghy Clubhouse.

3.0 Changes in Sailing Instructions

Any change to these sailing instructions will be posted before 0900 hrs on the day it will take effect, except that any change to the schedule of races will be posted by 1800 hrs on the day before it will take effect.

4.0 Signals Made Ashore

- 4.1 Signals made ashore will be displayed at the flagpole at the Fremantle Sailing Club Dinghy Clubhouse.
- 4.2 When Flag 'AP' is displayed ashore, "1 minute" is replaced with "not less than 45 minutes" in race signal AP.
- 4.3 When flag 'L' is displayed ashore it will be flown only for the duration of the first day on which the relevant notice to competitors becomes effective.

5.0 Schedule of Events

- 5.1 Australian Championship

| <u>Date</u> | <u>Time</u> | <u>Event</u> |
|-----------------------|---------------------|--------------------------------------------------------------------------|
| Saturday, 30 November | 0900 - 1700 | Registration & measurement. |
| Monday, 2 December | 0900 - 1700 | Registration & measurement. |
| Tuesday, 3 December | 0900 - 1200 1500 | Registration & measurement. First warning signal. - 1 race scheduled. |
| Wednesday, 4 December | 1300 | First warning signal. - 2 races scheduled. |
| Thursday, 5 December | 1300 | First warning signal. - 2 races scheduled. |
| Friday, 6 December | 1300 1900 | First warning signal. - 2 races scheduled. Presentation and prizes. |



5.1.1 No warning signal will be made after 1600 on the last programmed day of racing.

5.1.2 Resails may be scheduled in the mornings if required.

5.2 World Championship

| Date | Time | Event |
|------------------------|--------------|-----------------------------------------------------------------------|
| Saturday, 7 December | 0900 – 1200 | Registration & measurement. |
| Sunday, 8 December | 1300 | First warning signal. - 1 race scheduled. |
| Monday, 9 December | 1300 | First warning signal. - 2 races scheduled. |
| Tuesday, 10 December | 1300 | First warning signal. - 1 race scheduled. |
| Wednesday, 11 December | 1300 | First warning signal. - 2 races scheduled. |
| Thursday, 12 December | 1300 | First warning signal. - 1 race scheduled. |
| Friday, 13 December | 1300 | First warning signal. - 1 race scheduled. |
| Saturday, 14 December | 1300 1845 | First warning signal. - 1 race scheduled. Presentation and prizes. |

5.2.1 No warning will be made after 1500 on the last programmed day of racing.

5.2.2 Resails may be scheduled in the mornings or afternoons if required.

5.2.3 No more than two races will be sailed on any day unless at the start of the final scheduled day of racing no races have been completed.

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

5.3 When two races are scheduled on a day, the warning signal for the second race of the day will be made as soon as practicable after completion of the first race.

6.0 Class Flag

The class flag will be flag W.

7.0 Racing Area

The diagram in Attachment A shows the location of the racing area.

8.0 The Course

8.1 The diagrams in Attachment B show the courses, 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.

8.2 The courses will approximate an 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 rounded to Port.



- 8.3 Prior to the warning signal, the Starting Vessel will display the approximate compass bearing from the Starting Vessel to Mark 1.
- 8.4 Naval numeral pennant 1 or 2 will be displayed from the Starting Vessel prior to the warning signal to indicate which course is to be sailed.
- 8.5 The starting area will normally be approximately 2 nautical miles to leeward of Mark 1.

9.0 Marks

- 9.1 Marks 1, 2 and 3 will be Yellow Inflatable Buoys.
- 9.2 New marks as provided in Instruction 11, Change of Position of the Next Mark, will be Red/Yellow striped Inflatable Buoys.
- 9.3 The port limit mark for gate starts shall be a Black inflatable buoy.
- 9.4 The port end starting mark for fixed line starts and the finishing mark will be a white pimple buoy with a flag.
- 9.5 A mark boat may be stationed beyond the windward mark. When on station only, the mark boat will display a large orange 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).

10.0 The Start

- 10.1 Races will be started using gate or fixed line starts. When flag 'G' is displayed on the Starting Vessel a gate start will be used. When flag 'F' is displayed on the Starting Vessel a fixed line start will be used.
- 10.2 Races will be started using rule 26. The Warning Signal will be 5 minutes before the starting signal.
- 10.3 If flag 'AP' has been displayed for more than ten minutes then at approximately 5 minutes before the warning signal flag 'R' will also be displayed on the Starting Vessel with repeated sound signals. Flag 'R' will be lowered with flag 'AP' one minute before the warning signal.
- 10.4 Gate Start Procedure
 - 10.4.1 Starting Marks will be:
 - a) The Port Limit Mark, a black inflatable buoy, laid on the starboard side of the Starting Vessel.
 - b) The Pathfinder, until released.
 - b) The Gate Launch, displaying flag G.
 - 10.4.2 Signals will be displayed from the Starting Vessel near the port end of the starting line and may be duplicated on the Gate Launch.
 - 10.4.3 The Pathfinder for the first race 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 been Pathfinder previously in the event, the Pathfinder will be the boat that finished eleventh in the preceding race and so on.

The national letters and sail number of the Pathfinder for the first scheduled race of the day will be posted on the official notice board. The national letters and sail number of the Pathfinder for the second race of the day will be displayed on the Starting Vessel prior the warning signal.

Prior to the preparatory signal the Pathfinder shall report to the Gate Launch, which will be stationed near the Starting Vessel.

Approximately 30 seconds prior to the starting signal the Pathfinder will begin a close-hauled port tack from the Port Limit Mark. The Gate Launch will keep station close astern of the Pathfinder.

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

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

After the release of the Pathfinder the Gate Launch will continue its course and speed until the gate has been opened for 4 minutes. It will then stop, make a long sound signal, drift for 3 minutes, and finally signal the close of the gate by lowering flag G with a short sound signal. Thereafter no boat shall start.

All boats (except the Pathfinder) shall start on starboard tack after the starting signal. Rule 29.2, 'Individual Recall', will not apply.

A boat not having started correctly which is on the port side of the Gate Launch's course while the gate starting line is opening shall not cross the starting line from the course side.

After the preparatory signal any boat that interferes with, or passes between or attempts to pass between the Pathfinder and the Gate Launch, or that causes another boat to interfere in any of these ways, will be disqualified without a hearing. If the race is restarted or resailed she is not entitled to compete in it. If the race is restarted, or resailed on the same day her sail number will be displayed on the Starting Vessel for at least three minutes prior to the new warning signal. This changes rules 36 and 63.1.

A boat that cannot avoid touching a starting mark may hail a right of way boat for room and shall then retire immediately.

10.5 Fixed Line Start Procedure

10.5.1 Starting marks will be:

- a) The Starting Vessel.
- b) A white pimple buoy with a flag.

10.5.2 The starting line will be between a staff displaying an orange flag on the Starting Vessel at the starboard end and the port end starting mark.



- 10.5.3 A buoy may be streamed from the Starting Vessel. The buoy is deemed to be a permanent part of the Starting Vessel. Any boat touching the buoy, the line attaching it to the Starting Vessel, or passing between the buoy and the Starting Vessel will be deemed to have touched a starting mark.
- 10.5.4 A boat starting later than ten minutes after the starting signal will be scored Did Not Start. This changes rule A4.1.
- 10.5.5 If a Black Flag Start is followed by a general recall the bow numbers of boats identified as infringing rule 30.3 will be displayed on the starting vessel for at least 3 minutes before the 'First Substitute' is lowered. This supplements rule 30.3.

11.0 Change of Position of the Next Mark

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 to be rounded after rounding the new mark may be relocated without further signalling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark

12.0 The Finish

The finishing line will be between a mast or staff displaying an orange flag on the Finishing Vessel and the finishing mark.

13.0 Time Limit, Postponement and Abandonment

13.1 Time Limit for days when one race is scheduled

The time limit will be three hours. Boats failing to finish within sixty minutes after the first boat sails the course and finishes or within the time limit, whichever is later, will be scored Did Not Finish. This changes rules 35 and A4.1.

13.2 Time Limit for days when two races are scheduled

The time limit will be two hours. Boats failing to finish within thirty minutes after the first boat sails the course and finishes or within the time limit, whichever is later, will be scored Did Not Finish. This changes rules 35 and A4.1.

13.3 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.

14.0 Protests and Requests for Redress

14.1 Protest forms are available at the race office and shall be delivered there within the Protest Time Limit.

14.2 The Protest Time Limit shall be 90 minutes after the last boat has finished the last race of the day. A notice stating the end of protest time will be posted on the official notice board.



- 14.3 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.
- 14.4 Notices of Protests by the Race Committee or Jury will be posted on the Official Notice Board before the expiry of the Protest Time Limit to inform boats as required under rule 61.1(b).
- 14.5 A cumulative list of boats that have been penalised for breaking rule 42 as modified by Instruction 14 will be posted within 30 minutes of the Protest Time Limit.
- 14.6 For the purpose of rule 64.3. (b) The "authority responsible" shall be the Class International Measurer or nominated deputy.
- 14.7 Breaches of Instructions 2.2, 16.3 and 19 (any additional safety check out and in any system introduced by Organisers) will not be grounds of protest by a competitor. This changes rule 61.1(a).
- 14.8 On the last scheduled day of racing a request to reopen a hearing shall be delivered:
- a) Within the Protest Time Limit if the party requesting the reopening was informed of the decision on the previous day, and
 - b) No later than 30 minutes after the party requesting the reopening was informed of the decision on that day. This changes rule 66.
 - c) No later than 30 minutes after a signal to abandon racing is displayed ashore.
- 14.9 Penalty System - Propulsion
- RRS Appendix N, immediate (yellow flag) penalties for breaking rule 42 will apply.
Class Rule B13 alters rule 42.3(b) 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."
- 14.10 Decisions of the jury will be final as provided in rule 70.4.
- 14.11 The Australian Yachting Federation has approved the constitution of the Jury.

15.0 Penalty Acknowledgements, Retirement After Finishing

Any boat that takes a penalty in accordance with rules 31.2 or 44.2 shall make a report on the 'penalty acknowledgement form' at the race office before the end of protest time. Failure to comply with this Instruction will not be penalised, however competitors are advised that such an omission can result in the boat being disqualified if such information required by this Instruction is pertinent to any protest hearing held in accordance with rule 63.3(b). This changes rule 64.1(a).
Any boat that retires from a race after finishing shall sign the 'retirements form' at the race office before the end of protest time

16.0 Scoring

- 16.1 The Low Point scoring system, RRS Appendix A will be used.
- 16.2 Three races are required to be completed to constitute a series.



16.3

- a) If eight or nine races are completed, a boat's worst two scores are excluded
- b) If between four and seven races are completed, a boat's worst score is excluded
- c) If three races only are completed, no scores are excluded.

17.0 Safety Regulations

17.1 Adequate personal buoyancy for each competitor shall be worn whilst afloat. A wet suit does not alone constitute adequate personal buoyancy. Flag Y will not be displayed. This changes rule 40.

17.2 The following equipment shall be carried at all times whilst racing:

- a) A compass
- b) A paddle not less than 75cm in length, of a practical design and capable of propelling the boat
- c) A towing line not less than 10 metres long or less than 6mm in diameter.

17.3 Sign On / Sign Off

17.3.1 Each boat shall sign on by launching and returning the empty trolley to its allocated numbered bay. The bay number shall be the same as the bow number and trolley number.

17.3.2 Each boat shall sign off by returning to its allocated bay and remaining there until the beach master has checked that all boats have signed off. Sign off shall be completed within 1 hour after the finishing time of the last boat in the last race of the session or later at the discretion of the Race Committee.

17.3.2 In lieu of a penalty, the following fines will apply. Failure to sign on will incur a \$A40 fine. Failure to sign off will incur a \$A40 fine. All fines to be donated to the Fremantle Sea Search and Rescue Organisation.

17.3.3 A boat failing to pay its fine at the race office prior to signing on for the next race will be scored DNS.

18.0 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 use sails that do not comply with rule 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.

19.0 Eligibility

The helmsperson and crew of every boat shall be a Member of the International 505 Class Yacht Racing Association. There shall be no substitution of any registered crewmember without prior permission of the Jury. Permission to substitute crew will only be granted in cases of injury, illness, or serious unforeseen personal circumstances. However the Jury at registration may approve pre-arranged crew changes.



20.0 Equipment and Measurement

20.1 Measurement Certificate

Before a boat may race a valid measurement certificate shall be presented to the race office during registration. When rule 78.2 is applied the person in charge shall lodge a deposit, which may be forfeited if such certificate or copy is not presented to the Race Committee by 1100 hours on the final scheduled day of racing. The deposit shall be AUD \$500. This changes rule 78.2.

20.2 Measurement

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

20.2.1 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 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.

20.2.2 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 written permission of the jury.

20.2.3 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.

20.2.4 There shall be no substitution of damaged or lost equipment without prior permission of the Jury and any replacement equipment will be required to pass a measurement check.

20.3 Each boat will be allocated bow numbers at registration and they shall be affixed in accordance with Attachment C. The numbers shall be attached to the bow and also attached to the boat trolley. This number shall be the same as the bay number (see also 17.3.1).

21.0 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. This Instruction will not apply to rescue operations.

22.0 Radio Communication

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

23.0 Prizes

Prizes will be awarded for the Australian Championship as follows:

- the first six place-getters (of any nationality)
- the Australian Champion shall be an Australian



- first female competitor
- the handicap winner
- the first youth team, both of who are under 25 years of age at 30 November 2002
- last boat overall which finished all heats
- the mug of the day will be presented each day
- heat winners will be presented each day

Prizes will be awarded for the World Championship follows:

- the first ten place-getters overall
- first overall with no discard
- first female competitor
- the handicap winner
- the first youth team, both of who are under 25 years of age at 30 November 2002
- last boat overall which finished all heats
- the mug of the day will be presented each day
- heat winners will be presented each day

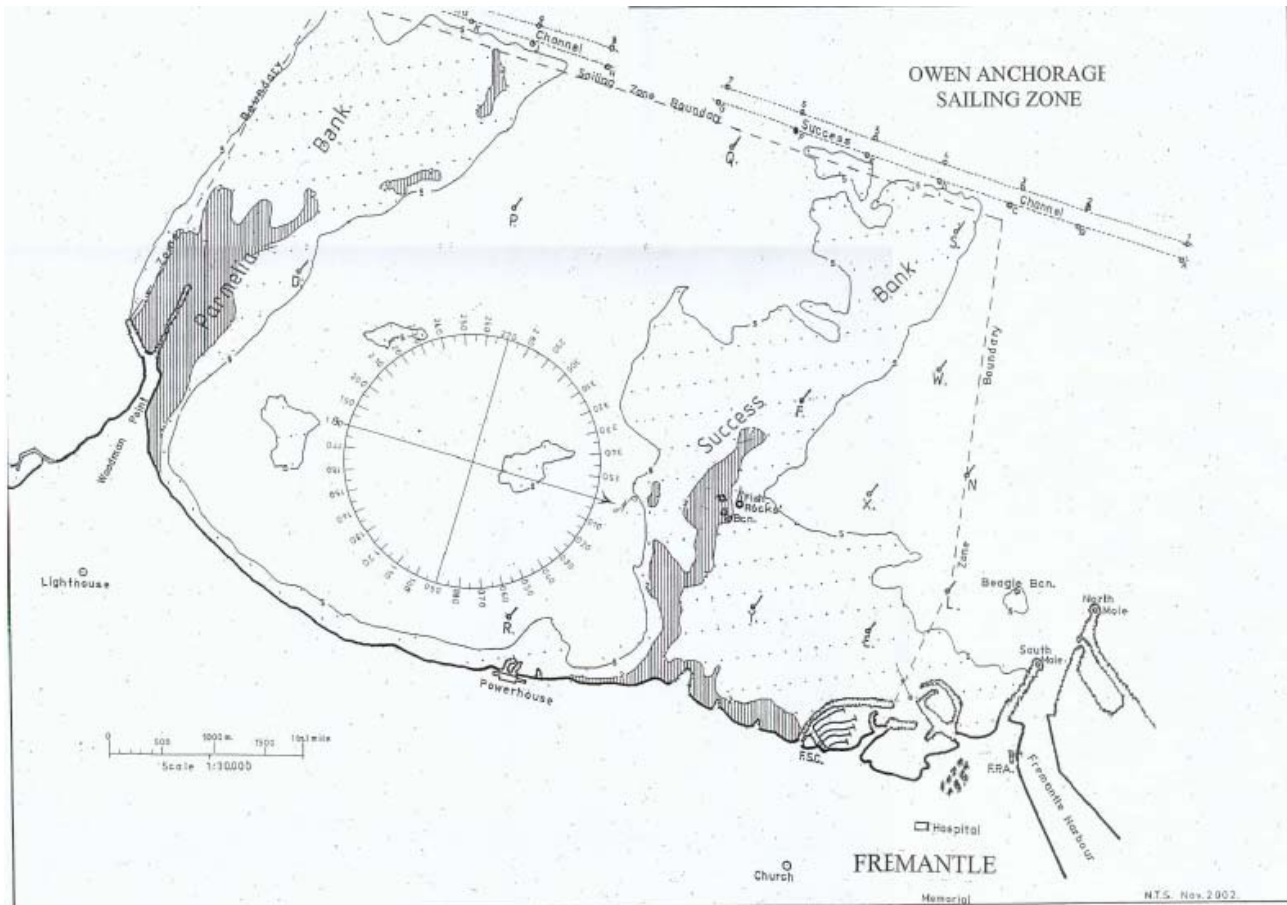
24.0 Disclaimer of Liability

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

25.0 Insurance

Every boat shall be covered by insurance for third party risks in a sum of not less than \$A 5 million. By completing the Entry Form and by completing a signed declaration at Registration and Measurement, helmspersons are deemed to have made a declaration that they have such cover.

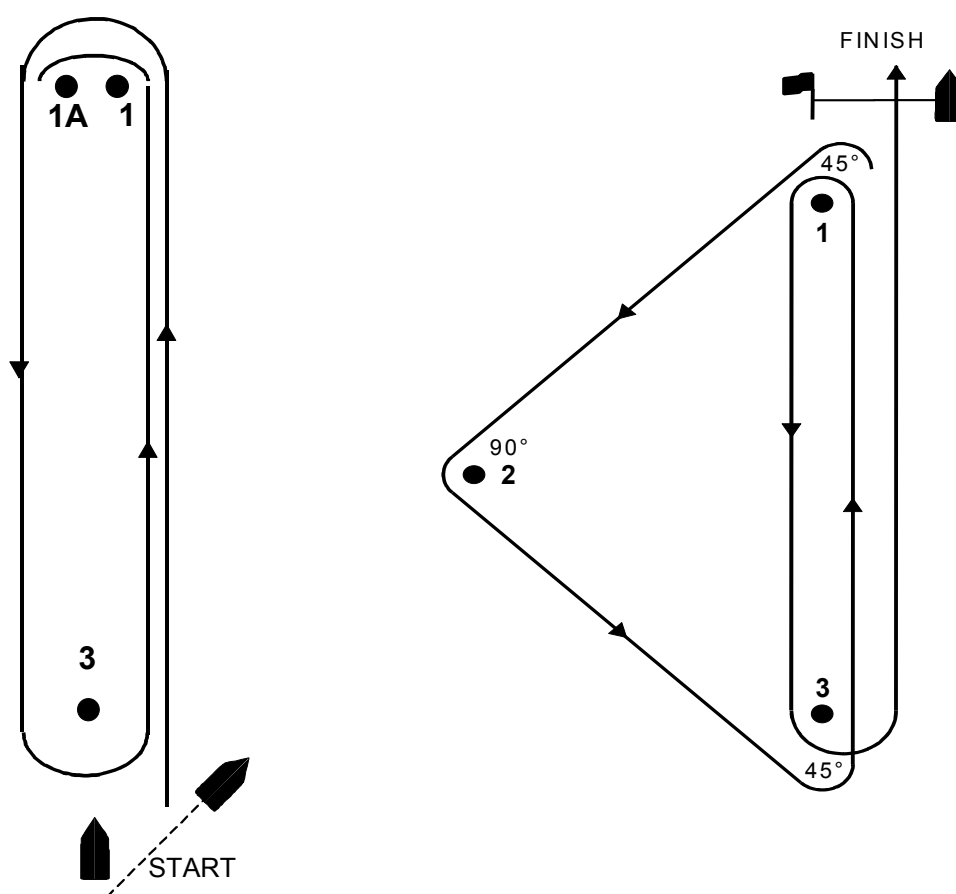
ATTACHMENT A
Racing Area



ATTACHMENT B

Course 1: Start, 1, 1A, 3, 1, 2, 3, 1, 3, Finish

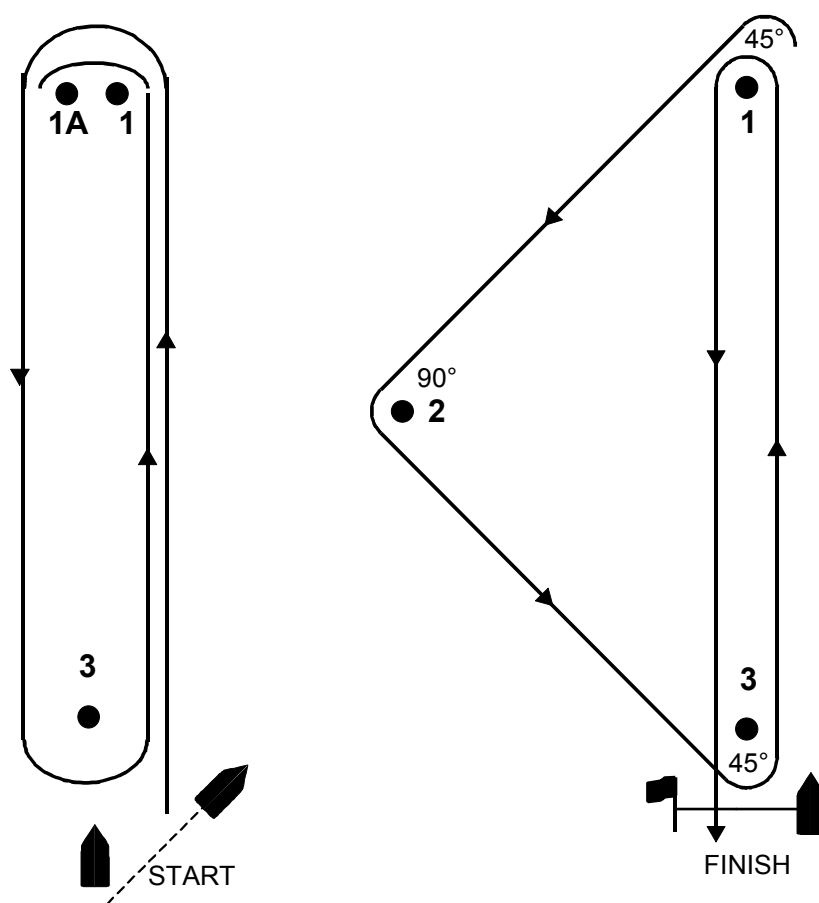
Race Flag - Naval Numeral Pennant 1 (Yellow Bar on Red Background)



ATTACHMENT B

Course 2: Start, 1, 1A, 3, 1, 2, 3, 1, Finish

Race Flag - Naval Numeral Pennant 2 (Red Bar on Yellow Background)



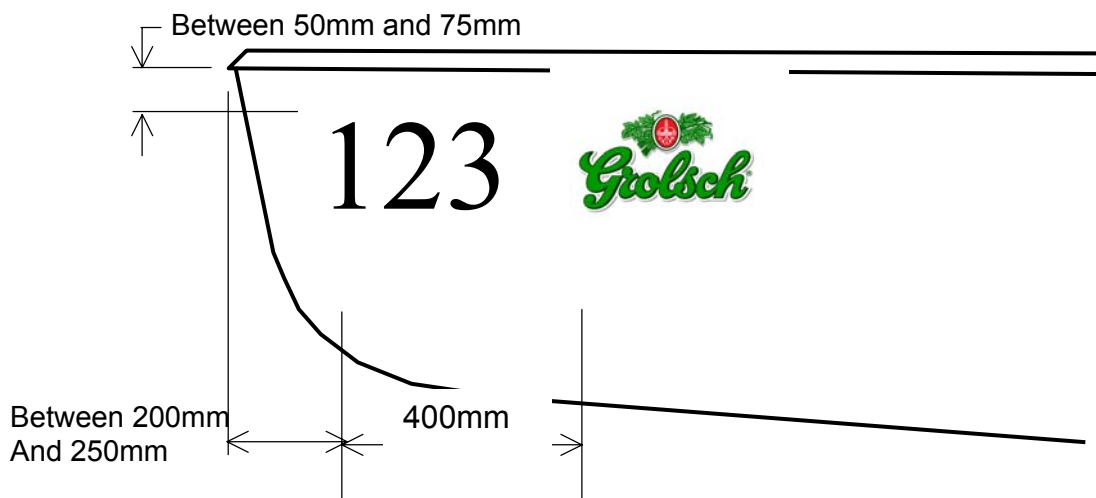


ATTACHMENT C

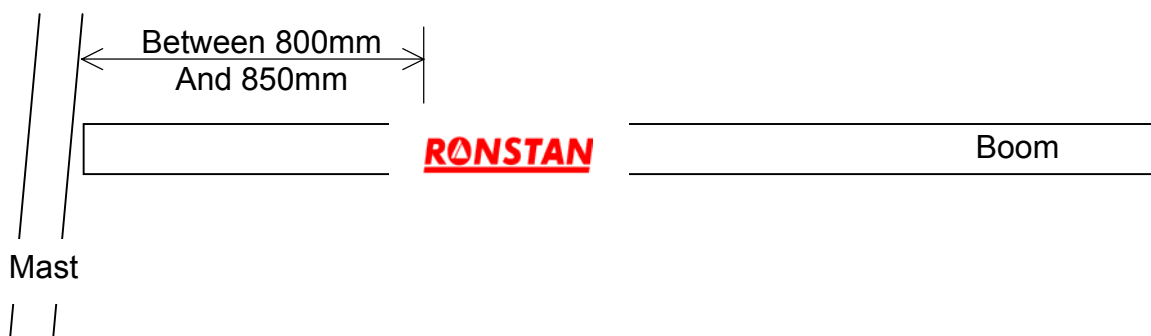
Bow Number and Logos Attachment Template

Bow Numbers, Grolsch Logo & Ronstan Logo

The supplied bow numbers and Grolsch logos are to be affixed on both sides of the hull as shown below



The supplied Ronstan logos are to be affixed on both sides of the boom as shown below





The International 505 Association together with the Fremantle Sailing Club wish to thank the following supporters:



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Thank you for supplying the wine for Wine Tasting at the National's Presentation Evening
on the Friday 6 December 2002

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SPORTS PHOTOGRAPHY

A large selection of action photos will be shot during the regatta and displayed on a computer in the clubhouse.

Check out the souvenir layout - a great way to remember the event.

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On behalf of the International 505 Association WA, we extend our gratitude to our generous supporters for their assistance with the 2002 World Championships:

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