

Proposals for the 2014 AGM

from the GER 505 class association

1. 505 CLASS RULES - PART B - THE MEASUREMENT RULES

Most of the following proposals have the intention to specify more reasonable tolerances for particular details which are not really relevant for racing. The proposals are based on various measurement sessions and will help to avoid a couple of measurement issues in the future. All proposals are rather minor changes, so they should not need the complex ballot procedure.

1.1 G/H top of gunwale height - increase tolerance

Background:

current boat builders had difficulties to meet the required height range for the top of gunwale, which shall measure between lines G/H at stations 3/6/9. This detail is not critical for the racing performance, but caused a couple of measurement issues in the past.

Proposal:

increase tolerance, allow lower top of gunwale, keep line H (upper limit), lower line G (lower limit) by 10mm.

Basically an increased G/H tolerance was already intended and decided a couple of years ago, but was at that time not implemented according to intentions. Instead of opening up both limits - upper and lower - only the upper limit was increased.

Actions:

- a) no rules change
- b) adjust "G" marks on templates, lower line G by 10mm towards keelband, define accurate level via vertical offset from keelband (template touch point)
- c) adjust measurement book instructions: Measure the distance from line "G" - 0...35mm (instead of 25mm)

1.2 keelband height - increase tolerance

Background:

current boat builders had difficulties to meet the required height range for the keelband. This detail is not critical for the racing performance, but caused a couple of measurement issues in the past.

Proposal:

increase tolerance, allow keelband height range 3.0-6.0mm (instead of 3.0-4.5mm)

Current rule 5.3.1 - Along the centreline from stem to transom a flat keel-band shall project not less than 3mm and not more than 4.5mm from the surface of the hull (with keelband removed) and may be rounded to a radius of not more than 3mm.

Proposed rule 5.3.1 - Along the centreline from stem to transom a flat keel-band shall project not less than 3.0mm and not more than 6.0mm from the surface of the hull (with keelband removed) and may be rounded to a radius of not more than 3mm.

1.3 transom - allow additional buoyancy

Background:

boat builders (e.g. Rondar) have taken actions to improve both the production process and the quality of the finished boat by improving the deck mould design and the deck/hull assembly process. As a free side effect additional buoyancy chambers could be offered:

- a) left/right from the mast
- b) at the transom

Additional buoyancy chambers are welcome for security and would be acceptable as long as the current chambers stay separated and their bulkheads stay unchanged. While option a) is acceptable without a rule change option b) would need a small rule adjustment.

Proposal:

allow additional buoyancy at the transom in a range up to 250mm from station 11, apply current rule 5.6.3 only 250-3581mm from station 11 (instead of 0-3581mm).

Current rule 5.6.3 - Thwarts or other stiffening or reinforcing members may be fitted across the hull within 3581mm of Station 11. These members shall not be constructed in such a manner as to form a second cockpit floor or an additional buoyancy chamber.

Proposed rule 5.6.3 - Thwarts or other stiffening or reinforcing members may be fitted across the hull within 3581mm of Station 11. These members shall not be constructed in such a manner as to form a second cockpit floor or an additional buoyancy chamber except additional buoyancy at the transom is allowed within 250mm from station 11. This additional buoyancy at the transom must be separated from the seat tanks by watertight bulkheads which are positioned as a projection of the seat tanks towards the transom.

1.4 jib/spi cloth - require minimum weight

Background:

Recent sail development has introduced lighter sail cloth for jibs and spinnakers. This allows spinnakers which can be set and dropped easier and jibs which can be shaped more while sailing. However lighter sails have a significantly shorter lifespan. Examples are spinnakers of 0.5/0.6 oz/m² (505) and jibs with 3.8 oz/m² (470). In order to increase the lifespan of jibs and spinnakers there should be a minimum weight required.

1.4.1 jib - add rule to require minimum cloth weight

Proposal:

add rule 8.3.9 - The headsail cloth shall have a weight of at least 4.4 oz/m².

1.4.2 spinnaker - add rule to require minimum cloth weight

Proposal:

add rule 8.4.4 - The spinnaker cloth shall have a weight of at least 0.75 oz/m².

1.5 top of gunwale - sheerline

Proposal:

replace old fashioned term "top of gunwale" by modern term "sheerline" as in The Equipment Rules of Sailing.

Action:

adjust concerned rules and measurement book.

1.6 spinnaker numbers - followup on 2009 AGM decision

On the 2009 AGM it was decided to allow spinnakers without sail numbers. The formal approval process with ISAF was not successfully completed. Sailors keep asking to implement this change.

Proposal:

IEC shall complete the process with ISAF to allow spinnakers without numbers.

Current rule 8.4.3 - RRS Appendix G paragraph 1.3(d) is replaced by the following Class Rule in accordance with Appendix G5: "The number shall be displayed symmetrically on the front side of the spinnaker. It shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% the mean length of the two leeches and wholly above an arc whose radius is 60% of that dimension."

Proposed rule 8.4.3 - RRS Appendix G paragraph 1.3(d) is replaced by the following Class Rule in accordance with RRS Appendix G5: "There is no requirement for national letters or sail numbers to be displayed on the spinnaker."

2. 505 CLASS RULES - PART C - CHAMPIONSHIPS

Changes to the Championship rules do not need a ballot, but can be agreed on the AGM directly.

Background / Intentions:

- try to use one week of holiday only for the worlds, not including the pre-worlds
- use more results, apply 1 discard only

Proposals and discussion points (shall be discussed and decided upon individually):

2.1 max. 1 discard

2.2 allow max. 10 races (instead of max. 9 races)

2.3 drop lay-day off the agenda

2.4 reduce to 5 racing days (instead of 6)

Tuesday - Wednesday - Thursday - Friday - Saturday