

INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION

International Rules Committee Report ***for the 2015 Annual General Meeting***

In the short period since the last worlds in Kiel the IRC has mainly assisted builders to get new 505 productions started-up and reach a stable level of quality. There were not any inquiries from 505 sailors or national 505 associations.

The most active 505 builder in the period was **Ovington**, meanwhile having produced nearly 30 hulls from the new digitally designed mould. Most of these hulls were fitted out by Holger Jess, but also Ian Pinnell.

Rondar only had very few hulls finished - now with the new interior layout as presented in Kiel last year, but they plan to have some boats racing at the 2016 worlds in Weymouth. Also **BlueBlue** from Poland only had very few new units. However we are happy to see the polish fleet growing constantly.

Having corrected their mould slightly already once, **Ovington** has fixed a measurement issue with the hull shape at station 9. However - while the basic building quality is excellent - we are currently facing a couple of new measurement issues with the hulls coming from their production. A significant number of hulls needed minor corrections to measure. One hull was even returned to Ovington, because local correction was not possible (gelcoat colors unavailable). The good news in this context is, that we have established a good measurement procedure which successfully controls quality according to the rules and that builders have experienced that the class only accepts absolutely correct hulls, while the class of course always assists with detailed proposals to resolve issues. Our findings prove, that the current measurement procedure is sufficient. We encourage all 505 measurers to keep this procedure, transparency and communication.

Most recent **measurement issues** are:

- keelband thickness too low aft of centerboard slot
- hull shape too narrow at station 6 (around waterline) and station 9 (above waterline)
- rocker too flat at stations 6 and 9
- stem needs sanding down to meet maximum length of baseline

All mentioned issues were in the range of 1-2 millimeters or below and could be corrected quite easily. But of course we ask builders to resolve reoccurring issues in the future. As already mentioned the overall **building quality is excellent**, which makes 505's stay "strong" longer than ever ... this is good for the class.

The IRC is happy to answer all technical questions.

Andreas Jungclaus

Chairman IRC

03/2015

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