

Class Rule Change

International 5.5 Metre Class Association

Effective date: 13 June 2018

Status: Approved



Amendment One

15.5 Scantlings

15.5.1

Amendment: Delete Present Rule and insert:

The weight of the hull panel, including hull stiffeners, divided by the hull panel area shall be at least 9.5 kg/m². Stiffeners such as defined in 15.5.3, 15.5.4 and 15.5.5 shall not be taken into account for this calculation. Nowhere in the hull shall the hull panel have a surface weight of less than 5.5kg/m².

Amendment Two

15.4 Responsibility of designer and builder

Amendment: Delete last sentence and insert:

The only purpose of the design approval and the Building Form is to ensure compliance with the requirements in this rule.

Amendment Three

New, Introduction

Amendment: Add:

The intention of the 5.5m Rule is, to provide racing at the highest level of yacht development at affordable expense within the limits of these rules. The construction of the hull, the spars, the sails and its rating are controlled by these rules.

When considering anything in connection with the boat, its sails, equipment, or the involvement of any material, you can assume it being legal, unless it is specified as being prohibited in these rules

In these rules, the word "shall" is mandatory and "may" or "can" are permissive.

Amendment Four

1 Changes to the Rating Rule

Amendment: Delete Present Rule and insert:

At least one year's notice of any change to these rules shall be given and favourably seconded by a simple majority of the class members present at the AGM or during a referendum distributed by the class.

Amendment Five

14. Fin Keel and Rudder

Amendment: Rule 14.5(first) First sentence Delete, and insert:

Not more than two rudders are permitted.

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Amendment Six

14. Fin Keel and Rudder

Amendment: Rule 14.5(second) First sentence Delete, and insert:

14.6 When two rudders are fitted, one shall be fitted to the aft edge of the keel. The other shall be separate and may have a skeg. The lower edges of the rudders shall not extend below the maximum permitted draft at any angle of helm.

Amendment Seven

14. Fin Keel and Rudder

Amendment: Delete present Rule 14.6

~~Not more than two fins and their attendant fairings are allowed. For the purpose of this rule, the keel and a rudder if hung thereon, and a separate rudder with a skeg (if fitted) shall be defined as a fin.~~

Amendment Eight

14. Fin Keel and Rudder

Amendment: Rule 14.7 delete present rule and insert:

14.7 If a rudder is fitted to the aft edge of the keel, the aft edge of the keel shall be straight and formed to receive the forward edge of the rudder throughout and extend from the underside of the hull to not less than 80% of the boat's maximum draft.

Amendment Nine

14. Fin Keel and Rudder

Amendment: Rule 14.8 delete present rule and insert:

14.8 No centreboard or other keel, fin or similar contrivance, except as permitted above, is permitted shall be allowed on the underwater part of the hull.

Amendment Ten

15. CONSTRUCTION

15.6.2 Resin

Amendment: Rule 15.6.2 delete present rule and insert:

Only polyester, vinylester and epoxy resin are permitted as are all bonding compounds.

Amendment Eleven

15. CONSTRUCTION

15.6.4 Fastenings

Amendment: Rule 15.6.4 delete present rule and insert:

Only commercially available fastenings are permitted. The weights of the fastenings shall be additional to the above defined minimum weights of structures.

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Amendment Twelve

15. CONSTRUCTION

15.6.5 Keel bolts

Amendment: Rule 15.6.5 delete present rule first sentence and insert:

Shall be of stainless steel, bronze or monel.

Amendment Thirteen

15. CONSTRUCTION

15.7 Weight of keel, ballast and rudder

Amendment: Rule 15.7.2 delete present rule and insert:

The amount and position of internal ballast in the yacht shall be recorded on the Certificate of Rating.

Amendment Fourteen

15. CONSTRUCTION

15.8 Survey of Construction

Amendment: Rule 15.8.2 delete present rule and insert:

The builder shall supply the surveyor with a sample of the hull laminate not smaller than 40mm in diameter and taken from the hull of the yacht. He shall also supply him with a sample of the deck laminate not smaller than 40mm in diameter taken from the deck of the yacht, and a sample from the keel area 20mm in diameter. These samples shall be retained with the yachts records.

Amendment Fifteen

15. CONSTRUCTION

15.8 Survey of Construction

Amendment: Rule 15.8.3 delete present rule last sentence and insert:

The keel shall be weighed and its weight recorded on the certificate of rating.

Amendment Sixteen

16. SAILS AND SAIL PLAN

16.2

Amendment: Rule 16.2 delete present rule and insert:

Notwithstanding the requirements of the 1986 IYRU Sail Measurement Instructions sails may be made of non-woven material and the reinforcement may be of any size.

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Amendment Seventeen

16. SAILS AND SAIL PLAN

16.3

Amendment: Rule 16.3 delete present rule and insert:

If any device of any material is used which increases the area of the sail beyond its area measured in accordance with these rules, this additional area shall be added to the area of the sail for the rating.

Amendment Eighteen

16. SAILS AND SAIL PLAN

16.5

Amendment: Rule 16.5 delete present rule and insert:

On a loose footed mainsail the distance between the head point and the midpoint of the foot is not permitted to be more than 106 per cent of the luff of the mainsail.

Amendment Nineteen

16. SAILS AND SAIL PLAN

16.7

Amendment: Rule 16.7 delete present rule and insert:

The height of sail plan shall not exceed 11.100m. It shall be measured from the sheer as defined in the ERS 2017-2020 D.1.3 to upper limit point.

Amendment Twenty

16. SAILS AND SAIL PLAN

16.8

Amendment: Rule 16.8 delete present rule and insert:

The base of the fore triangle shall not exceed 50 per cent of the square root of the area of the sail plan. A limitation mark shall be painted on the deck with its aft edge at the inboard end of the fore triangle. A stop shall be fitted to prevent the mast being moved abaft of this point.

Amendment Twenty-One

17. FORETRIANGLE AND HEADSAILS

17.1

Amendment: Rule 17.1 delete present rule and insert:

The height of the foretriangle shall not exceed 8.880m above the. Sheer (at covering board) as defined in ERS D.1.3. Perpendicular to the foreside of the mast.

Amendment Twenty-Two

17. FORETRIANGLE AND HEADSAILS

17.2

Amendment: Rule 17.2 delete present rule and insert:

The maximum height of the foretriangle on the mast and the forward ending of the foretriangle on the deck shall be the points where the extension of the inboard side of the forestay cuts the mast and the deck. A forestay shall be fitted.

Amendment Twenty-Three

17. FORETRIANGLE AND HEADSAILS

17.4

Amendment: Rule 17.4 delete present rule and insert:

The "tack" shall be the bearing point of the cringle in the luff wire. When the cringle is positioned within the tack, the measurement point shall be the intersecting point of the luff and foot or its extensions.

Amendment Twenty-Four

17. FORETRIANGLE AND HEADSAILS

17.6

Amendment: Rule 17.6 delete present rule and insert:

The foresail luff may envelope the forestay providing that the sail can be set and removed without detaching the forestay. The luff rope, which shall be of wire not less than 3mm diameter or any other non-stretchable material shall be firmly attached to the sail. (Note: the use of shackles does not constitute "firmly attached"). (see also rule 16).

Amendment Twenty-Five

17. FORETRIANGLE AND HEADSAILS

17.8

Amendment: Rule 17.8 delete present rule and insert:

Not more than three battens are permitted in the leech and where fitted, shall divide the leech into equal parts with a tolerance of ± 50 mm. The length of the two lower battens shall not exceed 700 mm.

Amendment Twenty-Six

18. MAINSAIL

18.2

Amendment: Rule 18.2 delete present rule and insert:

The length of the luff (H) shall be the distance from the lower limit point to the upper limit point. The limit points are the inner sides of the relevant measurement bands. The boom shall not be capable of being moved below the lower limit point.

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The head on the mainsail shall not be capable to being moved above the upper limit point. The lower limit point shall not be above 850mm, nor below 500mm from the shear (as defined in ERS D.1.2).

Amendment Twenty-Seven

18. MAINSAIL

18.4

Amendment: Rule 18.4 delete present rule and insert:

The greatest extension of the mainsail at the widest part of the headboard from the forward side of the bolt rope or its extension measured perpendicular to the mast shall not exceed 150mm.

Amendment Twenty-Eight

18. MAINSAIL

18.5

Amendment: Rule 18.5 delete present rule and insert:

Not more than four battens are permitted in the leech, and they shall divide the leech into equal parts with a tolerance of ± 50 mm. The length of the top batten is not restricted but the curve of the leech, determined by the head, foot and the two girth measurements, shall at no point become concave. The length of the lower battens shall not exceed 1,000 mm.

Amendment Twenty-Nine

18. MAINSAIL

18.6

Amendment: Rule 18.6 delete present rule and insert:

The measurement from the head point to the centre of the batten at the intersection with the luff shall not be greater than 150mm more than the measurement of the head point to the centre of the top batten at the point of intersection with the leech.

Amendment Thirty

26. OBLIGATIONS OF OWNER RESPECTING CERTIFICATE

26.1.1

Amendment: Rule 26.1.1 delete present rule and insert:

At change of ownership a new Certificate of Rating shall be issued only if the owner or his representative certify is able to certify that no alterations to the yacht have been made which affect her rating or the scantlings and the yacht has been re-weighed in accordance with Rule 13.

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Amendment Thirty-One

26. OBLIGATIONS OF OWNER RESPECTING CERTIFICATE

26.2

Amendment: Rule 26.2 delete present rule and insert:

In any such cases the owner or his representative shall forthwith notify in writing the invalidity of the Certificate of Rating to the National Authority. A new or re-dated Certificate of Rating shall afterwards be issued, to be in force from the completion of re-measurement by an official measurer, or from the date the Certificate of Rating expires under clause (a).

Amendment Thirty-Two

32. OBLIGATIONS OF OWNER RESPECTING CERTIFICATE

Amendment: Add: New Rule 32.2:

Regardless of rule 32.1, VHF radio transceivers shall only be used to communicate with the race committee or in emergency situations provided National Radio Rules allow VHF radios on board.
