Amendment One

Section A – General

A.1 LANGUAGE
Last line
Amendment: delete “CSCA”, insert “50CA”

Amendment Two

A.2 ABBREVIATIONS & DEFINITIONS
A.2.1 ABBREVIATIONS
Amendment: insert “50HEC ClubSwan50 Helm Eligibility Committee”

Amendment Three

A.2.2 DEFINITIONS
Racing Season
Last sentence
Amendment: delete: “The initial racing season for 2017 shall be determined by the 50CA.”

Amendment Four

A.3 AUTHORITIES
A.3.2
Amendment: delete: ‘C50CA’, insert ‘50CA’

Amendment Five

A.3.3
Insert New Rule:

“The Helm Eligibility Committee is the 50HEC. The 50HEC members shall be two owner’s or owner’s representatives and the Class manager.”
Amendment Six

A.3.4
Insert New Rule:
“The 50OA, 50CA, 50HEC or NH and its officials or employees, MNA, the certification authority, or an official measurer, or equipment inspector are under no legal obligation or responsibility in respect of these Class Rules or the accuracy of measurement.”

Amendment Seven

A.12 INVALID CERTIFICATES

A.12.1 b)
Amendment: delete: ‘C50CA’, insert ‘50CA’

Amendment Eight

B.2 WEIGHT CHECK
B.2.1
Amendment at end, add:
“In additional to this annual weight check Equipment Inspection for an event may include a boat weight check.”

Amendment Nine

B.4 GRANDFATHERING AND ALLOWANCES FOR CRUISING OPTIONS
B.4.1
Amendment: delete “50OA and” to read: “To be agreed by the 50CA.”

Amendment Ten

C.2 CREW
C.2.1 HELMSMAN
(a)
Amendment: Amend to read:
“Only a person who is a member of the 50OA and is the registered owner of at least 50% of the boat and contributing an equivalent proportion to the running costs may helm their boat whilst racing, except:”
(b) Amendment: delete ‘C.2.4’, insert: ‘C.2.3’

(c) Insert new rule: “An alternative helmsman, (see rule C.2.4), or;”

Renumber rules (c) to (d) and (d) to (e).

**Amendment Eleven**

C.2.2 CREW LIMITATION

(a) Amendment: delete present rule and insert:

“The crew shall consist of no more than 4 persons either unclassified or classified as Group 3 under World Sailing Regulation 22, Sailor Classification. An additional Group 3 crew member who is an approved boat captain as per class rule C.2.3 may be part of the crew. All other crew shall hold a valid Group 1 classification.”

(b) Second paragraph, delete “& (c)”

Add new sentence at end: “These requirements may be amended by a Notice of Race.”

**Amendment Twelve**

C.2.3 BOAT CAPTAIN

Amendment: delete present rule:

A crew member with a Group 3 classification may apply to be deemed as the “boat captain” by the 50CA. The crew member’s primary livelihood shall be the maintenance and care of boats with specific duties assigned as part of this activity. The “Boat Captain” shall be employed on a fulltime or part-time basis by the owner of the yacht upon which crew member races. Application for boat captain status shall be received by the class manager a minimum of 28 days before a race. (Approved boat captains are listed on the class association website). It is the responsibility of individual teams to update the 50CA of changes to the boat captain.

Existing C.2.4 renumbered C.2.3 RELIEF HELMSMEN

(a) Amendment: delete: “50CA”, insert: “50HEC”

(b) Amendment: delete: “Rules C.2.4”, insert: “Rules C.2.3(c) or (d)”

(c) Amendment: delete: “ as provided by Rules C.2.3(c) and C.2.4(e)” and insert: “in an emergency during”

(d) Amendment: delete: “ as provided by Rules C.2.3(c) and C.2.4(e)” and insert: “in an emergency during”

(e) Amendment: delete: “Rules C.2.4”,

(f) Amendment: delete: “In the event of the unavoidable absence of an Owner or Charterer, with the permission of the 50CA a previously approved relief helmsman may helm the boat. If no previously approved relief helmsman is available, then the 50CA may approve a relief helmsman using the criteria in C.2.4 (b).”
Amendment Thirteen

Insert new C.2.4:
“C.2.4 ALTERNATIVE HELMSMEN
(a) An owner or charterer may request permission for alternative helmsmen in writing to the 50HEC a minimum of 14 days before a race. As a minimum the following criteria will be used as part of the approval process. Additional criteria may be set at the discretion of the 50HEC. Previous acceptance of an Alternative Helmsman for an event does not guarantee approval for future events.
   (i) be Classified Group 1 under the World Sailing Classification Code.
   (ii) in the last 6 years have only been classified as Group 1, or would have been so classified had a classification been held.
   (iii) not have competed in the Olympic Games (Sailing), Volvo Ocean Race or in an America’s Cup or Challenger Series within the last fifteen years.
   (iv) not have been in the top 50 of the World Match Racing Rankings for the past fifteen years.”

Amendment Fourteen

Insert new rule C.2.5:
“C.2.5 OWNER OR CHARTER HELMSMAN ABSENT
In the unavoidable absence of an Owner or previously approved Alternative Helmsman, the 50HEC or 50CA may approve a Temporary Alternative Helmsman for a limited time period.”

Amendment Fifteen

C.2.6
Amendment: Renumber C.2.4 GUESTS to C.2.6
(b) Amend first sentence to read: “Permission to carry a guest shall be requested at least 1 month 7 days prior to the first race of the event from the 50CA.”
(h) Amendment: Delete: “Guests shall wear a designated CS50 Guest Identification Bib whilst racing.”
(i) Renumber (i) to (h)

Amendment Sixteen

C.3 PERSONAL EQUIPMENT
Amendment: Amend to read:
“Any personal equipment requirements will be defined in the NOR. There are no restrictions or requirements on personal equipment except where stated in an event’s Notice of Race.”
Amendment Seventeen

C.5 PORTABLE EQUIPMENT
Amendment: Amend to read:

“Any portable equipment requirements will be defined in the NOR. There are no restrictions or requirements on portable equipment except where stated in these class rules or an event’s Notice of Race.”

Amendment Eighteen

C.6 CS50 OD BOAT
C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR
(f)(1)
Amendment: Amend to read:

“Cabin doors – Cabin and shower compartment doors may be removed (The toilet door is not removable).”

Amendment Nineteen

C.7 HULL
C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a)
Amendment: Amend to read:

“Up to four foot chocks as specified in the building specification may be permanently fastened on the cockpit sole. The position is optional.”

Amendment Twenty

C.7.2 FITTINGS
Amendment: Amend to read:

“(a) USE
(1) Inspection hatch covers and drainage plugs shall be kept in place at all times.
(b) The following items have more than one option supplied by ONA. No alternatives to the options supplied by ONA are permitted.
(1) Spinnaker Tack Line Constrictor (Annex B – Items 401 & 402) may be replaced with a Spinlock SPXX0812 – Position to be as specified by ONA.
(2) Spinnaker Sheet Constrictor (Annex B – Items 403 P & S) may be replaced with a Spinlock SPXX0812 – Position to be as specified by ONA.
(3) Spinnaker Sheet Block (Annex B – Item 414 P & S) may be replaced with alternatives as approved by the 50CA
(c) Strop attachments for blocks may be replaced by alternative materials however the function and size must correspond to the original ONA specification.”
Amendment Twenty-one

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(e) Amendment: Amend to read:

“ The following items have more than one option supplied by ONA. No alternatives to
the options supplied by ONA are permitted.

(1) Forestay – Fixed length or the adjustable with turnbuckle forestay may be
used.

(1) V1 Turnbuckles
(2) Running Backstay Strops
(3) “Pin to Pin” Bobstay or Bobstay with Adjustment – ONA Supplied or
SoluzioniTessili Rigging SK99 “Pin to Pin” Bobstay (CS50 Standard
Specification Only (Bobstays first fitted prior to 1/1/2019 using equivalent
materials may be accepted at the discretion of the 50CA))

(4) Hydraulic Control Flow Adjustment Valves – Up to 4 hydraulic flow adjustment
valves (1 per Hydraulic Function) may be fitted. These valves shall be
supplied by ONA.

(5) Blocks for either 3:1 or 4:1 runner backstay purchase as specified by ONA.

Amendment Twenty-two

C.9.4 MAST

(a) DIMENSIONS

Amendment: insert new (2)

“(2) A lower limit mark and an upper limit mark of minimum width
25mm shall be indelibly marked around the mast.”

Amendment: Renumber (2) as (3), amend “1556mm” to “1.556m”

Amendment: insert new rule:

“(4) The maximum distance between the lower limit mark and the
upper limit mark shall not be greater than 20.050m. “

(b) USE

(5) Running backstays, Last sentence, amendment, delete: ”3:1”, insert
“4:1”:
Amendment Twenty-three

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR
(c) Amendment: Amend to read:
“In case of repairs or modifications other than routine maintenance, provided not more than a combined maximum of 20% in case of mainsails and headsails and 30% in case of spinnakers of the original body of the sails is replaced, the original class royalty label remains valid. However new certification control is required.”

Amendment Twenty-four

C.10.2 LIMITATIONS
C.10.2.1 SAIL CARD – BOAT OWNERS
Amendment: Amend to read:
“(a) CS50 sail cards shall only be issued for a sail that have been certified. Apart from the INITIAL INVENTORY (C.10.2.1 (c)) CS50 sail cards shall not be issued following the start or the first race of the last event of a Racing Season.”

Amend to read:
“(c) In the first CS50 Racing Season that a boat and its owners competes up to nine (9) CS50 sail cards may be issued as the INITIAL INVENTORY for a boat and owner(s).”

Amend to read:
“(e) In addition to the INITIAL INVENTORY a boat may be allocated up to one (1) new CS50 sail cards per Racing Season following the first Racing Season.

Amend to read:
“(f) For each CS50 event completed in a Race Season after the first season one (1) additional CS50 sail cards may be allocated up to a maximum of two (2) four (4) in total. (Additional Sail cards shall not be issued at the event that earns the allocation)”

Amend to read:
“(g) Unused CS50 sail cards except the nine (9) sail cards of the INITIAL INVENTORY shall not be transferred to the following year.”
Amendment Twenty-five

C.10.2.2 SAIL CARD – CHARTERERS

Amendment: Amend to read:
(a) “CS50 sail cards shall only be issued for a sail that have been certified. Apart from the INITIAL INVENTORY (C.10.2.2 (c)) CS50 sail cards shall not be issued following the start of the first race of the last event of a Racing Season.”

Amend to read:
(c) “In the first CS50 Racing Season that a charterer(s) competes up to nine CS50 sail cards may be issued as the INITIAL INVENTORY of this charterer(s).”

Amend to read:
(e) “In addition to the INITIAL INVENTORY a boat may be allocated up to one new CS50 sail cards per Racing Season following the first Racing Season.”

Amend to read:
(f) “For each CS50 event completed in a Race Season after the first season one additional CS50 sail cards may be allocated up to a maximum of four in total. (Additional Sail cards shall not be issued at the event that earns the allocation).”

Amend to read:
(g) “Unused CS50 sail cards except the nine sail cards of the INITIAL INVENTORY shall not be transferred to the following year.”

Amendment Twenty-six

C.10.2.3 SAIL CARD – EVENT LIMITATIONS

Amendment: Delete:
(6) “One fractional spinnaker (optional furling & max 150m².)”

Renumber (7) to (6).

Amendment Twenty-seven

C.10.6 SPINNAKER STAYSAIL

Amendment: Amend to read:
(a) USE

(1) The spinnaker staysail shall be hoisted on the inner staysail or jib halyard, which shall remain attached to the head of the sail at all times whilst hoisted. The arrangement shall permit hoisting and lowering of the sail whilst afloat. The spinnaker staysail shall be capable of being completely furled.
Amendment Twenty-eight

C.10.7 MASTHEAD SPINNAKERS

(b) USE
Amendment: Amend to read:

(1) “The sail shall be hoisted on a masthead halyard (see Appendix D), which shall remain attached to the head of the sail at all times whilst hoisted. Once hoisted the sail may be held by the halyard locking system.”

Amendment Twenty-nine

C.10.8 FRACTIONAL SPINNAKER

Amendment: Delete:

C.10.8 FRACTIONAL SPINNAKER

(a) IDENTIFICATION
The sail numbers shall comply with the RRS except where prescribed otherwise in these class rules and the NOR.

(b) USE
(1) The sail shall be hoisted on a fractional hoist halyard (see Appendix D), which shall remain attached to the head of the sail at all times whilst hoisted. Once hoisted the sail may be held by the halyard locking system.
(2) The sail may be furled.

Amendment Thirty

Section G – Sails

G.7 FRACTIONAL SPINNAKER

Amendment: Delete:

“G.7 FRACTIONAL SPINNAKER”
G.7.1 CONSTRUCTION
(a) The sail may be furled.

G.7.2 DIMENSIONS
(a) SPA (spinnaker area) shall be calculated as:
   \[
   SPA = \left(\frac{SLU + SLE}{2}\right) \times \left(\frac{SFL + (4 \times SHW)}{5}\right) \times 0.83
   \]
(b) The maximum SPA shall be 150.0m²
(c) No battens may be installed.
(d) SHW shall not be less than 75% of SFL

Amendment Thirty-one

APPENDIX B – DECK LAYOUT
Amendment: Amend to read:

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<thead>
<tr>
<th></th>
<th>GENNAKER / CODE 0</th>
<th></th>
<th></th>
<th></th>
<th></th>
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<tbody>
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<td></td>
</tr>
<tr>
<td>401</td>
<td>Constrictor for 10 mm tack line on stbd side</td>
<td>CT 310 P001</td>
<td>1</td>
<td>62304</td>
<td>Ronstan</td>
</tr>
<tr>
<td>401a</td>
<td>Jammer for 10 mm tack line on stbd side</td>
<td>SPXX0812</td>
<td>1</td>
<td>23060</td>
<td>Spinlock</td>
</tr>
<tr>
<td>402</td>
<td>Constrictor for optional 10 mm tack line on port side</td>
<td>CT 310 P001</td>
<td>1</td>
<td>62304</td>
<td>Ronstan</td>
</tr>
<tr>
<td>402a</td>
<td>Jammer for optional 10 mm tack line on port side</td>
<td>SPXX0812</td>
<td>1</td>
<td>23060</td>
<td>Spinlock</td>
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<td>403</td>
<td>Constrictor for 10 mm gennaker</td>
<td>CT 310 P001</td>
<td>2</td>
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<tr>
<td>403a</td>
<td>Jammer for 10 mm gennaker</td>
<td>SPXX0812</td>
<td>1</td>
<td>23060</td>
<td>Spinlock</td>
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<td>As Approved by 50CA</td>
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</tr>
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<td>opt</td>
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<table>
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</tr>
</thead>
<tbody>
<tr>
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<td>RUNNER</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>503</td>
<td>Backstay block- diam 120mm- with dead end for 3:1 purchase</td>
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<td>2</td>
<td>62044</td>
<td>Antal</td>
</tr>
<tr>
<td>503a</td>
<td>Backstay Top Block</td>
<td>RT70U</td>
<td>2</td>
<td></td>
<td>Ubimaior</td>
</tr>
<tr>
<td>504</td>
<td>Backstay blocks on deck diam 100</td>
<td>LS 1100</td>
<td>4</td>
<td>62029</td>
<td>Antal</td>
</tr>
<tr>
<td>504a</td>
<td>Backstay blocks on deck</td>
<td>RT70U</td>
<td>2</td>
<td></td>
<td>Ubimaior</td>
</tr>
</tbody>
</table>
**Amendment Thirty-two**

APPENDIX D – RUNNING RIGGING

Amendment: Amend to read:

<table>
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<tr>
<th>Item</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>Fractional Hoist Halyard</td>
<td>(Optional) 4</td>
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</tbody>
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