Amendment One

Section C – Conditions for Racing
C.2 CREW

Amendments: Change Sailor ‘Classification’ to ‘Categorization’ throughout.

Amendment Two

C.2.6 Amendments:

(b) Amend first sentence to read: “Permission to carry a guest shall be requested from the 50CA at least 7 days prior to the first race of the event from the 50CA day that the owner wishes to carry a guest.”

(f) Amend first sentence to read: “A guest shall not become part of the permanent crew and it is limited that the same guest may not join the crew for more than 2 race days during the same event.”

(h) Renumber existing (h) to (i) and Insert new rule: “Guests shall wear clothing that clearly distinguishes them from the rest of the crew.”

Amendment Three

Section C – Conditions for Racing
C.6 CS50 OD BOAT
C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Amendment: Amend to read:

(c) “Repairs may only be carried out by parties approved by NH. If an owner considers that any repair may be necessary, they shall inform the 50CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during a CS50 Event prior to requesting permission from the CS50 if no CS50 representative is available.”

Amendment: Add new rule:

(g) “The use of velcro, shockcord, teflon tape, flexible adhesive tape, lashing, rings, pulleys, shackles are unrestricted as long as this does not modify the sheeting angle of any sail when loaded. This does not permit additional fittings to be permanently attached or holes to be made.”
Amendment: Add new rule:

(h) “Rollers, tubes or similar may be added to the lifelines to protect or clear the spinnaker or headsail on drops or manoeuvres. Padding, or similar may be fitted to the lifelines for crew comfort whilst hiking.”

Amendment Four

Section C – Conditions for Racing

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Amendment: Amend to read:

(g) Repairs may only be carried out by parties authorised by NH. If an owner considers that any repair may be necessary, they shall inform the 50CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during a CS50 Event prior to requesting permission from the CS50 if no CS50 representative is available.

Amendment: Add new rule:

(i) Alternative attachment of the sail drive cover plates (such as laminating is permitted in addition to local filling of the joints between the cover plates and the hull to provide a smooth finish. The gap between the sail drive leg shall remain as supplied by ONA.

Amendment: Add new rule:

(j) All through-hull fittings (seacocks) shall remain operable and shall not sealed. A measurer may request these to be opened to demonstrate that they are operable.

Amendment Five

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Amendment: renumber (h) to (g) and Amend to read:

(g) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the 50CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during a CS50 Event prior to requesting permission from the CS50 if no CS50 representative is available.
Amendment: renumber (i), (j) and (k) to (h), (i), (j) and add new rule:
(k) Keel Drain Bung – The keel drain bung shall always remain in place when the boat is in the water. It is not permitted to intentionally fill the keel fin void with water. If removed the drain bung shall be sealed with Locktite 577 or PTFE tape.

Amendment Six

C.9 RIG
C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Amendment: Amend to read:
(c) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the 50CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during a CS50 Event prior to requesting permission from the CS50 if no CS50 representative is available.

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

Amendment: Amend the following items:
Insert new item:
(2) Vang Knuckle – The alternative design supplied by ONA is permitted. No modification to the original fitting design is permitted.
Renumber existing (2) to (3)
Insert new item:
(4) Running Backstay Cable Length – An alternative cable length to the standard is permitted however the properties (modulus, breaking strength & weigh/meter) may not be modified from the standard specification. Running backstays shall only be supplied by a supplier licenced by ONA.

Renumber existing (4) to (5) and subsequent items accordingly

Amendment Seven

C.9 RIG
C.9.2 FITTINGS

(a) USE
Amendment: Amend to read:
(2) Running rigging shall remain lead unless being replaced or repaired. All halyards shall be of a specification suitable for the intended application. When
not in use halyards may be hoisted up the rig with a retrieval line providing the halyard that remains in the rig is the same section of halyard that would be in the rig if a sail had been hoisted on the halyard. The means of attaching the sail to the halyard must remain attached to the halyard.

Amendment Eight

C.9 RIG
C.9.4 MAST
(b) USE
Amendment: Renumber (2) to (3) and subsequent rules, Insert new rule:
(2) “The height of the mast shims shall not exceed 52mm made up by:- 20mm, 6mm, 5mm, 3mm, 2mm & the 16mm shim fitted with the bumper bars. The 20mm bottom shim and the 16mm top shim fitted with the Fwd & Aft Bumpers shall be in place at all times whilst racing.”

Amendment Nine

C.9 RIG
C.9.5 BOOM
Amendment: Amend to read
(b) USE
The boom shall remain attached to the mast spar at all times and one reef line shall remain led at all times whilst racing.

Amendment Ten

C.9 RIG
C.9.8 RUNNING RIGGING
(a) USE
The following shall be led as shown in Appendix B:

Amendment: Insert new rule:
“(3) Jib sheet Up/Down – Additional lines may not be added to adjust the position of the jib sheet up/down double block (Appendix B - Item 301)”
Amendment Eleven

C.10 SAILS
C.10.2 LIMITATIONS
C.10.2.1 SAIL CARD – BOAT OWNERS

Amendment: Amend to read:

(c) In the first CS50 Racing Season that a boat and its owners competes up to nine (9) eight (8) CS50 sail cards may be issued as the INITIAL INVENTORY for a boat and owner(s). The INITIAL INVENTORY of eight (8) sail cards includes a label that shall only be used on a Staysail.

Amendment: Insert new rule:

(g) “The labels issued under C.10.2.1(d), (e) or (f) are not permitted to be used on Staysails. A label for a Staysail may be issued no more frequently than every 2 full calendar years. Exemption may be given for an early issue (max 2 weeks) of a staysail label if the same event falls earlier in the calendar than 2 years previous.”

Amendment: Renumber existing (g) and Amend to read:

(h) Unused CS50 sail cards except the eight (8) nine (9) sail cards of the INITIAL INVENTORY shall not be transferred to the following year.

C.10.2.2 SAIL CARD - CHARTERERS

Amendment: Amend to read:

(c) In the first CS50 Racing Season that a charterer(s) competes up to nine (9) eight (8) CS50 sail cards may be issued as the INITIAL INVENTORY of this charterer(s). The INITIAL INVENTORY of eight (8) sail cards includes a label that shall only be used on a Staysail.

Amendment: Renumber existing (g) to (h) and Insert new rule:

(g) For The labels issued under C.10.2.2(d), (e) or (f) are not permitted to be used on Staysails. A label for a Staysail may be issued no more frequently than every 2 full calendar years. Exemption may be given for an early issue (max 2 weeks) of a Staysail label if the same event falls earlier in the calendar than 2 years previous.

Amendment: Renumber subsequent paragraphs and Amend to read:
(h) Unused CS50 sail cards except the nine (9) eight (8) sail cards of the INITIAL INVENTORY shall not be transferred to the following year.

C.10.2.3 SAIL CARD – EVENT LIMITATIONS

Amendment: Amend to read:

(a) The following may be carried onboard or presented for equipment inspection at an event. All these sails shall have valid CS50 sail cards:
   (1) One mainsail
   (2) Two full-size headsails (max. 67 m²)
   (3) One mid-size headsail (max. 63 m²)
   (4) One heavy weather jib (must be furling & max. 53 m²)
   (4) Three masthead spinnakers (max. 235 m²)
   (5) One spinnaker staysail (must be furling max. 56 m²)

Amendment Twelve

C.10.3 MAINSAIL
(b) USE

Amendment: Delete:
(2) “The sail shall be capable of being set reefed using the first reef halyard lock. The organising authority may require the mainsail to be set reefed as specified in the NOR using this arrangement for the duration of a race.”

Amendment: Renumber (3) to (2).

Amendment Thirteen

C.10.5 HEAVY WEATHER JIB
Amendment: Delete and Renumber C.10.5 SPINNAKER STAYSAIL and subsequent items

Amendment Fourteen

Section G – Sails
G.2 MAINSAIL
Amendment: Delete:
G.2.1 “CONSTRUCTION
   (a) The sail shall be capable of being set reefed using the first reef halyard lock.”
Amendment: Renumber G.2.2 DIMENSIONS to G.2.1

Amendment Fifteen

G.4 HEAVY WEATHER JIB
Amendment: Delete and renumber subsequent paragraphs

Amendment Sixteen

Appendix B – DECK LAYOUT
Amendments to permitted runner blocks

Amendment Seventeen

Appendix D – RIG GEOMETRY
Amendment to required halyards and reef line

Amendment Eighteen

Insert New Appendix I – Electronics – see Class Rules