



RS 500

CLASS RULES

2014



Closed class rules for a "one-design" class.

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The RS 500 was designed in 2006 by Phil Morrison and granted ISAF Recognised Status in 2009

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INTRODUCTION

The RS 500 is a one-design racing boat, suitable for youth and adult sailors for both training and racing. It has been designed against the principle that the racing results should depend solely on the attributes and skills of the crew. The fundamental objective of these class rules is to ensure that this concept is maintained.

RS 500 hulls, hull appendages, rigs and sails shall only be manufactured by licensed manufacturers. Equipment is required to comply with the RS 500 Building Specification and is subject to an approved manufacturing control system.

RS 500 hulls, hull appendages, rigs and sails may, after having left the manufacturer, may only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the RS 500 Class Rules proper begin on the next page.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA RS 500 International Class Association/Owner’s Club
- NCA National RS 500 Class Association/Owner’s Club
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- LIC Licensors - Copyright Holder and RS Racing

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the ICA and LIC which shall co-operate with each other in all matters concerning these **class rules**.
- A.3.2 The ICA, an NCA, an MNA or LIC are under no legal responsibility in respect of these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class is administered by the ICA which shall co-operate with the LIC. The ICA may delegate part or all of its administrative functions to an NCA.
- A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions shall be carried out by the ICA in co-operation with the MNA, or by the MNA in co-operation with the ICA.

A.5 ISAF RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events – see RRS 87.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** shall only be made subject to approval of the ICA and LIC in accordance with the ICA regulations.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretations of **class rules** shall be made by the ICA and LIC
- A.8.2 Interpretations of **class rules** that are required during an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the ICA and LIC of the event ruling.

A.9 SAIL NUMBERS

- A.9.1 Sail numbers shall be issued by the LIC.
- A.9.2 Sail numbers shall be issued in consecutive order starting at “1”.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES COMPLIANCE

- B.1.1 The boat shall be in compliance with the **class rules**.
- B.1.2 In the event of a dispute alleging non-compliance with the **class rules**, the following procedure shall be adopted:
 - a) A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.
 - b) The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.
 - c) If any of the dimensions obtained from the disputed boat or item of equipment lie outside the corresponding range of dimensions found in the sample by more than 10% of that range the matter together with the details of the measurement methods and any other relevant information shall be referred to ICA

B.2 CLASS ASSOCIATION

- B.2.1 A valid Class Association Sticker, when required by the NCA, shall be affixed to the hull in a conspicuous position.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. Any **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

- C.1.1 The RS 500 shall be raced with two persons on board (the **crew**).
- C.1.2 The sprit shall be retracted so that it's forward end is within 200mm of the forward most point of the hull at all times other than when the spinnaker is set or in the act of being set or recovered
- C.1.3 RRS 49.1 is changed to say: Competitors shall use no device designed to position their bodies outboard, other than a trapeze system, hiking straps and stiffeners worn under the thighs.

C.2 CREW ELIGIBILITY

- C.2.1 To be eligible to compete in events run under the auspices of an NCA the **crew**, boat owner, or a nominated representative of an organisation owning the boat must be a member of the NCA

C.3 PERSONAL EQUIPMENT

- C.3.1 The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.

C.4 ADVERTISING

- C.4.1 Advertising for ICA events shall be displayed in accordance with the ISAF Advertising Code.

C.5 PORTABLE EQUIPMENT

- C.5.1 The following optional equipment may be used onboard and attached to the hull or rig providing that attachments do not puncture the hull skin:
 - (a) Compass, timing device or a combination of both provided that it/they can only provide information relating to the boat's heading and time (current or elapsed).
 - (b) Maps, charts and means for recording compass headings
 - (c) Bags, ties or tape to secure safety or other permitted equipment.
 - (d) Items to stow food and/or drinks.
 - (e) Any additional equipment required for safety purposes.

C.6 BOAT ALTERATIONS

C.6.1 Replacements for any boat equipment, including spars, sails, foils, rudder stock, tiller or fittings, shall be only those produced by a manufacturer licensed by LIC except where otherwise authorised by this section.

C.6.2 Repairs and maintenance may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. Maintenance shall include the replacement of fastenings with alternatives provided that the equipment is replaced in the original position.

C.7 HULL

C.7.1 HULL MAINTENANCE AND REPAIR

Polishing or burnishing of the hull is permitted.

C.7.2 REPLACEMENT OF HULL FITTINGS

The following parts or equipment may be replaced. The replacement parts or equipment may be obtained from any supplier:

- Blocks
- Bungs (including self-bailer if fitted)
- Toe straps, lashings and tensioning elastics
- Inspection hatches
- Cam cleats
- Rudder hangings and retaining devices
- Shroud adjusters
- Control lines
- Fastenings
- Shackles, swivels, pins
- Centreboard slot gasket

C.7.3 ADDITIONS AND ALTERATIONS TO HULL

The following additions and alterations are permitted. Parts may be obtained from any supplier:

- Non slip material of any kind (maximum thickness 2.5mm) may be added to the deck and cockpit.
- The use of flexible adhesive tape or shock cord, as long as this does not modify the intended purpose or action of any equipment
- Calibration marks of any kind
- Clips, ties or bags to secure safety or other or other equipment
- The insertion of any item(s) in the centreboard case that displaces water is prohibited
- Additional drainage holes and inspection hatches provided they do not compromise the watertight integrity of any hull compartments
- Packers may be fitted under cleats

C.8 CENTERBOARD AND RUDDER

C.8.1 MAINTENANCE AND REPAIR OF FOILS

Polishing or burnishing of the **centerboard** or **rudder** blade is permitted. The head of the **centreboard** or **rudder** may be packed or sanded to maintain a good fit.

C.8.2 TILLER EXTENSION

Tiller extension may be replaced.

C.9 RIG

C.9.1 MAINTENANCE OF RIG

The following rigging may be replaced. The replacement parts or equipment may be obtained from any supplier: -

Running rigging, ropes and lashings

Main Halyard and halyard securing device, maximum velocity ratio 2:1

Wire rigging with the following restrictions on construction and sizes:-

Shrouds – 1 x 19 construction stainless steel wire of 3mm dia

Forestay – 1 x 19 construction stainless steel wire of 3mm dia

Trapeze wires - 1 x 19 construction stainless steel wire of 2mm dia or synthetic rope of 2.5mm dia minimum.

Spinnaker ratchet blocks

Painter, safety lines, elastic and other supplied lines

C.9.2 ADDITIONS AND ALTERATIONS TO RIG

The following additions and alterations to the rig are permitted. Parts may be obtained from any supplier:

Any number and design of mechanical wind indication devices may be fitted

A purchase may be incorporated in the jib sheet system (maximum velocity ratio 2:1) using the existing attachment points; for this purpose additional blocks may be introduced at the clew of the jib.

The total velocity ratio in each of the control line systems may not exceed:- Gnav – 16:1, Cunningham – 8:1, Rig tension – 4:1.

The use of a jamb cleat, type of swivel base and final turning block for the mainsheet is optional. Any of the mainsheet blocks maybe replaced by a ratchet block.

The spinnaker halyard and downhaul may be continuous or separate; their routing and operation is not restricted, additional blocks or fairleads may be fitted as required

The final turning block and cleat arrangement for the Cunningham is optional so long as it is fastened to and operated from the mast.

Cleats, clips or other means are permitted for belaying the spinnaker sheets

One gybing strop may be added, defined as a length of rope, of maximum 10mm diameter, attached to the forward mainsheet block eye on the boom.

A single block or ring may be attached to the lower end of the gybing

strop. The length of the gybing strop, measured from the underside of the boom and including any block or ring, shall not exceed 1 metre. The gybing strop shall only be used during the gybing manoeuvre.

C.10 SAILS

C.10.1 SAIL MAINTENANCE AND REPAIR

- (a) Routine maintenance and repairs are permitted
- (b) Sail battens and batten tensioning devices may be replaced with parts obtained from any supplier. Sail battens may be tapered or adjusted as required

C.10.2 MAINSAIL IDENTIFICATION

- (a) The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**. The sail number shall be displayed on each side of the mainsail between the two lower battens, with the upper numbers on the starboard side.
- (b) The Class Insignia shall be the RS 500 class logo as prescribed by the LIC, and shall be displayed on the top half of the mainsail, in compliance with the RRS.
- (c) There is no requirement to carry sail numbers and national letters on the spinnaker

Section D – Hull

D.1 HULL SPECIFICATION

- D.1.1 The hull shall comply with the Building Specification in force at the time of manufacture.

D.2 HULL MANUFACTURER

- D.2.1 The hull shall be built by a manufacturer licensed by the LIC to produce hulls.
- D.2.2 All production moulds used for hull manufacture shall be approved by the LIC.

D.3 HULL IDENTIFICATION

- D.3.1 Each hull shall carry a moulded-in hull number

D.4 HULL ALTERATIONS

- D.4.1 The hull shall not be altered in any way except as permitted by Section C of these **class rules**.

D.5 HULL FITTINGS

- D.5.1 Hull fittings shall comply with the Building Specification in force at the time of manufacture except when altered, added or replaced as permitted by Section C of these **class rules**.

Section E – Daggerboard and rudder

E.1 FOILS SPECIFICATIONS

E.1.1 The **daggerboard**, **rudder** blade and **rudder** stock/tiller assembly shall comply with the Building Specification in force at the time of manufacture.

E.2 FOILS MANUFACTURER

E.2.1 The **daggerboard**, **rudder** blade and **rudder** stock/tiller shall be made only by a manufacturer licensed by the LIC to produce these.

E.3 FOILS ALTERATIONS

E.3.1 The **daggerboard**, **rudder** blade and **rudder** stock/tiller shall not be altered in any way except as permitted by Section C of these **class rules**.

Section F – Rig

F.1 SPARS

F.1.1 **Spars** and their fittings shall comply with the Building Specification in force at the time of manufacture of the **spar**.

F.2 SPAR MANUFACTURER

F.2.1 **Spars** and their fittings shall be made only by a manufacturer licensed by the LIC to produce spars.

F.3 SPAR ALTERATIONS

F.3.1 **Spars**, their fittings and rigging shall not be altered in any way except as permitted by Section C of these **class rules**.

Section G – Sails

G.1 SAIL SPECIFICATIONS

G.1.1 The **sails** shall comply with the Building Specification in force at the time of manufacture of the **sail**.

G.2 SAIL MANUFACTURER

G.2.1 The **sails** shall be made only by a manufacturer licensed by the LIC to produce sails.

G.3 SAIL ALTERATIONS

G.3.1 The **sails** shall not be altered in any way except as permitted by Section C of these **class rules**.