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RS500 INTERNATIONAL CLASS ASSOCIATION

Class Rules

RS500 International Class Association



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INTRODUCTION

The RS 500 is a one-design racing boat, suitable for junior 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.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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

MNA	World Sailing 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 cooperate 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 cooperation with the NMA, or by the NMA in co-operation with the ICA.

A.5 WORLD SAILING 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 86.1(c) – World Sailing Regulation 10.11 applies. At all other events RRS 87 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.1.4 At all times the helmsman and the crew are allowed to take the mainsheet. The mainsheet may be taken direct from the boom.

C.2 CREW ELIGIBILITY

C.2.1 To be eligible to compete in events run under the authority of an NCA, the crew shall comply to the NCA membership rules.

C.2.2 To be eligible to compete in events run under the authority of the ICA, the crew shall be a member of the ICA.

C.3 PERSONAL EQUIPMENT

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

C.3.2 Rule RRS50.1b is changed as permitted by the rule itself, so that a crew harness shall not weigh more than 4 kg.

C.4 ADVERTISING

C.4.1 Advertising for ICA events shall be displayed in accordance with the World Sailing 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 if it/they can only provide information relating to the boat's heading and time (current or elapsed) with a mounting bracket cleat. The usage of real time

GPS data during races is allowed. The real time usage is limited to "course over ground" output.

b) Camera recording equipment and attachments and/or race tracking equipment (GPS) where permitted by the ICA, Notice of Race and/or Sailing Instructions provided the data and output is not used while racing.

c) Maps, charts and means for recording compass headings.

d) Bags, ties or tape to secure safety or other permitted equipment.

e) Items to stow food and/or drinks.

f) 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, whether original or replacements, 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 providing that the replacement is of a similar type and performs the same function. The replacement parts or equipment may be obtained from any supplier:

a) Blocks

b) Bungs (including self-bailer if fitted)

c) Toe straps, lashings and tensioning elastics

d) Inspection hatches

e) Cam cleats

f) Rudder hangings and retaining devices

g) Shroud adjusters

h) Control lines

i) Fastenings

j) Shackles, swivels, pins

k) 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:

a) Non slip material of any kind (maximum thickness 2.5mm) may be added to the deck and cockpit.

b) The use of flexible adhesive tape or shock cord, as long as this does not modify the intended purpose or action of any equipment.

c) Calibration marks of any kind.

d) Clips, ties or bags to secure safety or other or other equipment (v) The insertion of any item(s) in the centreboard case that displaces water is prohibited.

e) Additional drainage holes and inspection hatches provided they do not compromise the watertight integrity of any hull compartments.

f) Packers may be fitted under cleats.

g) The kicking strap control line cleat maybe repositioned anywhere on the raised centreboard case capping. (Note: the manufacturer may recommend a position).

h) A single footloop maybe fitted to each aft sidedeck. (Note: The manufacturer may recommend position).

i) Any kind of sef-adhesive fabric is permitted to add at the entrance of the spinnaker sock to protect the spinnaker.

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:

a) Running rigging, ropes and lashings.

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

c) 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
Trap wires – 1 x 19 construction stainless steel wire of 2mm dia or synthetic rope of 2.5mm dia minimum.

d) Spinnaker ratchet blocks.

e) Painter, safety lines, elastic and other supplied lines.

f) Jib halyard, maximum velocity ratio 2:1.

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:

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

b) 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.

c) The total velocity ratio in each of the control line systems may not exceed: Gnav – 16:1, Cunningham – 8:1, Rig tension – 4:1, outhaul – 6:1.

d) 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.

e) 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.

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

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

h) 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 number shall comply with RRS, except where prescribed otherwise in these class rules. The numbers shall be positioned on each side of the mainsail as follows:

- On the Starboard Side - a line formed by the top of the numbers shall be 60mm below the second batten from the bottom;
- On the Port Side - a line formed by the top of the numbers shall be 420mm below the second batten from the bottom.

The national letters shall be positioned around the first batten, looking from the bottom of the mainsail:

- On the starboard side - a line formed by the bottom of the National Letters shall be 60mm above the first batten;
- On the port side - a line formed by the top of the National Letters shall be 60mm below the first batten.

The distance of the edge of the number or letter closest to the leach on each line shall be 60mm. All letters and numbers shall be spaced 60mm apart.

The height of each letter and number shall be 300mm.

The tolerance on the position of the letters and numbers is 20mm.

The diagram denotes the approximate locations of numbers and letters in the main sail.

RS500 Sail Number/Letter Diagram

Sail Number/Letter = 300mm
Distance Between sail numbers = 60mm
* = Distance from leech



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.

d) On a black colored main sail, white colored numbers and letters shall be used. On a white colored main sail, black colored numbers and letters shall be used. On grey coloured sails either white or black coloured letters shall be used.

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**.

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