Class Rule Changes

RS500 International Class Association

Effective date: 2025-08-01

Status: Approved

Amendment One

C.2 CREW ELIGIBILITY

Old:

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.

Amend to read:

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.

Reasons:

The old wording was unnecessarily restrictive for NCAs to decide how to best build and maintain the local RS500 class, depending on the state of the class in a certain country. This change gives the NCAs more freedom to adapt their relationship with the sailors to their current needs.

Amendment Two

C.2 CREW ELIGIBILITY

Amend to add:

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.

Reasons:

This rule was added as a means to ensure all active RS500 sailors are equally contributing to the preparation of events run under the auspices of the ICA (most notably the annual World Championships) and to ensure that the ICA can continue to fulfil its role.

Amendment Three

C.2 PERSONAL EQUIPMENT

Amend to add:

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.

Reasons:

This rule was added to give sailors maximum flexibility in the choice of their personal equipment, within the scope of the RRS.

Class Rule Changes

RS500 International Class Association

Effective date: 2025-08-01

Status: Approved

Amendment Four

C.5 PORTABLE EQUIPMENT

Old:

C.5.1 (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) with a mounting bracket cleat.

Amend to read:

C.5.1 (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.

Reasons:

This rule was amended to also allow GPS-enabled devices to be used as a compass and/or timing device, as they are becoming more commonplace in the sailing community. By restricting the usage of such devices to course over ground and timing while racing, however, the competition remains focussed on the skill of the crew and not on the quality of digital aids.

Amendment Five

C.10 SAILS

Old:

C.10.2 (a) The national letters and sail number shall comply with RRS except, where prescribed otherwise in these class rules. They shall be positioned on each side of the mainsail between the two lower battens, with the upper numbers on the starboard side.

Amend to read:

C.10.2 (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



Reasons:

Although guidelines on where and how to position identifying letters and numbers on the mainsail were already available, the restrictions imposed by the class rules left too much room for customization. This has led too poor readability by the race committee on some occasions. Furthermore, multiple templates are in circulation which were in conflict with one another. Therefore, the rule was further detailed to match the current practice used by the majority of the fleet in the international racing circuit (see Appendix A).

Amendment Six

C.10 SAILS

Amend to add:

C.10.2 Mainsail identification

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

Reasons:

Race committees have raised issues regarding the colour of letters and numbers used for mainsail identification over the past few years, which had arisen after the introduction of grey and black coloured sails in the RS500 class. This addition ensures that a colour with sufficient contrast is used on all mainsail types in circulation.