

## International Rules Committee (IRC) Interpretations.

### Introduction:

ISAF Regulation 26.11 provides that an International Class may issue written rule interpretations following a procedure specified in the class rules and/or constitution to clarify class rules, but such interpretive changes shall not be used to change an existing rule.

The 505 Class constitution contains the following Rule 9.3.2:

*The IRC shall from time to time consider the Class Measurement Rules, advise upon their revision and decide disputes referred to it. It may give directions up on the interpretation of the Measurement Rules, to prevent abuses, and such directions shall form part of the Measurement Rules until the International Association decides otherwise, or the Rules are amended.*

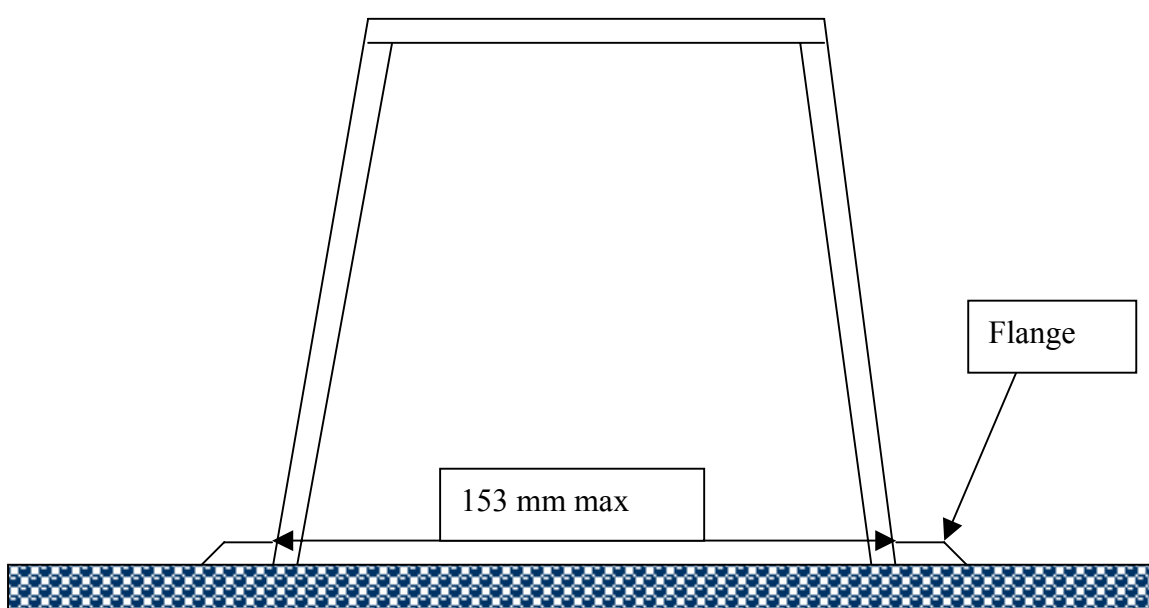
At the AGM in 2002 it was agreed that all current and future IRC interpretations would be posted on the class web site.

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### Rules 5.6.2 and 5.6.3 - Thwart Measurement

- 1 The maximum width under 5.6.2 must be measured at the widest point of the thwart in a fore and aft direction. However, it excludes any flange used purely for bonding the thwart to either the floor of the boat or the side tank, providing the such flanges are do not exceed 50mm in width and are not otherwise of exaggerated thickness or design. See diagram.
- 2 The additional thwarts allowed under 5.6.3 must be separate structures, i.e. they cannot form part of, or be connected directly to, the thwart required by 5.6.2.

#### Diagram: - Fore and Aft Cross Section through a thwart bonded to floor of boat



Effective Date – December 31 2002

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### Rule – 5.2.3 - Bumpkin designed to support backstay

A boat carrying the projections shown below was presented for measurement at the 2002 World Championship



The IRC ruled that this was not permitted. Whilst there is nothing to prevent a back stay under the class rules, any supporting structure for it must be included in the overall length of the boat.

Rule 5.2.3 defines Station 11 as “...the plane at right angles to the base line shown in the measurement diagram and passing through the aftermost point of the hull, excluding rudder fittings. The after measurement point of the hull is the point on the centreline of the boat where the outer surface of the keel band would, if projected, intersect Station 11, neglecting any actual rounding of the keel band. Other measurement stations are planes parallel to Station 11 at the specified distance from it.”

The tubes in this supporting structure are not rudder fittings, are thus are not excluded by the above rule. Station 11 is therefore at the aft end of the tubes and the after measurement point a projection of the keel band to that point. All measurements taken from the after measurement point on the hull would therefore be incorrect, including the overall maximum length of the hull.

It was also felt undesirable to permit this innovation on safety grounds as, although flexible, the tubes, and/or the attached backstay, would also be more likely to cause damage in the result of a collision, or themselves be damaged.

Effective Date: 2 December 2002.

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### **Rule B 5.8.3 – Corrector weights**

It is permissible for the corrector weights (metal ballast) to be bonded to the boat, providing that they still comply with the rules on position and that the identification mark and the weight are permanently stamped or carved on a visible surface.

Effective Date: 30 June 2002

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### **Rule 11.1 - Miniature GPS Devices**

There are now available devices such as the Suunto M9 wrist-top computer, which combine a watch with an electronic compass and a GPS device. Class Measurement Rule 11.1 provides that devices which indicate remotely or transmit or correlate data about wind direction, wind speed, boat speed or location shall be prohibited. The IRC considers that these devices are therefore disallowed, whether attached to the boat, or worn or carried by the crew. However, an electronic compass that only indicates boat direction, or changes in boat direction, is not prohibited.

Effective Date: 30 June 2003

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### **Rule 5 and Instruction to Measurers 8.2 – Transom Template**

It was discovered that there had been different interpretations between Class Measurers of how the transom template should be applied. Both interpretations were put to ISAF, who confirmed that the template is to be applied in the manner used by the Chief Measurer. When the transom template is applied to the boat's transom with the hull is upside down, the template should be wholly below the profile of the boat's transom, with the top of the 3.75mm tabs aligned with the surface of the hull.

Effective Date: 22 July 2003

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### **Rule 6.2 - Centreboard and Centreboard Case**

This Rule is to be applied with all equipment, including spars, in its normal sailing position. The centreboard must be capable of being fully retracted into the centreboard case at all times whilst sailing.

Effective Date: 1 March 2004

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