

Class Rule Changes

International ClubSwan 50 Association

Effective date: 2024-05-13

Status: Approved



Amendment One

A.3 AUTHORITIES

Amend to add:

A.3.3 The Helm Eligibility Committee is the 50HEC. The 50HEC members shall consist of four owner's and a ClubSwan Racing Representative. Membership of the 50HEC shall be reviewed by voting every 2 years. Active/passive voting rights belong to the owner of a boat registered with the 50OA which is in good standing with all class fees paid. Compliance to this criteria is required to maintain membership of the 50HEC. If compliance is lost a replacement committee member will be appointed following a vote. The term of the replacement will be until the expiry of the previous committee member subject to the committee member meeting the criteria for continued membership of the committee.

A.3.4 The Technical Committee is the 50TC. The 50TC members shall be three owner's or owner's representatives. The role of the 50TC is to provide technical advice and support to the 50CA and/or 50OC as requested. The 50TC does not have a voting right. Membership of the 50TC shall be reviewed by voting every 2 years. An owner's representative shall be linked to a boat registered with the 50OA which is in good standing with all class fees paid and competing in the CS50 Racing Season. Compliance to this criteria is required to maintain membership of the 50TC. If compliance is lost a replacement committee member will be appointed following a vote. The term of the replacement committee member will be until the expiry of the previous committee member subject to the committee member meeting the criteria for continued membership of the committee. A register of owner's representatives (one per boat) will be maintained by the CS50 class manager, owner's shall inform the CS50 class manager of any required changes to the register of owner's representatives.

Re-number existing A.3.4 to A.3.5

Amendment Two

A.6 CLASS RULE AMENDMENTS

Amend to add:

A.6.1 Amendments to these **class rules** may only be made by the 50CA, with the approval of NH and World Sailing in accordance with the World Sailing Regulations for World Sailing Classes. Amendments may be made at any time. If a class rule amendment is considered to have a cost impact the proposal shall be put to the voting procedure detailed in A.6.2.

Replace A.6.2 with

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A.6.2 The 500A may seek an amendment by submitting a request in writing to the 50CA. The 50CA may seek third party opinion at its discretion to determine the detail of amendment which shall be put to a vote. All owners in good standing and having paid all outstanding membership fees and having communicated to the 50CA a contact E-Mail are entitled to one vote in the agreed timescale, in accordance with the following:

- (i) the 50CA will send by E-Mail to the foregoing owners a written proposal, highlighting the amendment to be adopted, together with any information reasonably useful to adopt a decision in that respect;
- (ii) the 50CA will grant to the owners at least 3 business days to cast the respective vote, by replying to the E-Mail under (i) above whether they are "in favour" or "against" the relevant proposal;
- (iii) the 50CA will tabulate the votes and any proposal will be considered as approved with the favourable vote of at least 67% of the owners who have responded and have voted either "in favour" or "against", thus disregarding any lack of reply/abstentions/other remarks;
- (iv) thereafter, a final decision will be made by the 50CA and NH and posted on the CS50 notice board.

Amendment Three

B.2 WEIGHT CHECK

Old:

B.2.1

All boats racing in CS50 OD events shall carry out a yearly single point weight check prior to the mid-year CS50 event in which they have entered that calendar year. In all cases the weight check shall be completed in the calendar year prior to a CS50 World Championship. In addition to this annual weight check **Equipment Inspection** for an event may include a boat weight check.

Amend

B.2.1

All boats racing in CS50 OD events shall carry out a yearly ~~single point~~ weight check prior to the mid-year CS50 event in which they have entered that calendar year. ~~This weight check shall be single point weighing or an alternative method approved by the~~ 50CA. In all cases the weight check shall be completed in the calendar year prior to a CS50 World Championship. In addition to this annual weight check **Equipment Inspection** for an event may include a boat weight check.

Amendment Four

C.2 CREW

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Old:

C.2.1 HELMSMAN

- (a) Only a person who is a member of the 500A and is the sole registered owner of the boat and paying the running costs may helm their boat whilst racing, except;
- (b) A person who is the registered owner of less than 100% of the boat shall be approved by the HEC using the criteria for Relief Helms (C.2.3).
- (c) A relief helmsman, (see rules C.2.3), or;
- (d) An alternative helmsman, (see rule C.2.4), or;
- (e) 500A charter member who has chartered the boat for the event.
- (f) A 500A charter member shall be approved by the 50CA using the criteria in C.2.4 for an alternative helmsman.

C.2.2 CREW LIMITATION

- (a) The **crew** shall consist of a minimum of 12 persons. If the **crew** consists of 3 or less persons either uncategorized or categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization the **crew** may consist of a minimum of 11 persons. The crew shall consist of the same number of persons for an event, if a member of the crew is unavoidably absent during an event an owner or 500A charter member may request permission to the 50CA for an alternative.
- (b) The **crew** shall consist of no more than 5 persons either uncategorized or categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization. All other **crew** shall hold a valid Group 1 categorization.
- (c) A female crew member may be categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization in addition to the limit of 5 persons either uncategorized or categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization.
- (d) The total weight of the **crew** dressed in shorts and shirt shall not exceed 980kg. The helmsman referred to in rules C.2.1(a), (b), (d) or (e) may declare a weight of 85kgs and be exempt from any crew weighing requirements. Crew weight will only be checked once before each event on a date specified in the NOR, but at least one day prior to the first race. These requirements may be amended by a Notice of Race.
- (e) The owner shall personally sign a written declaration that none of the Group 1 sailors are receiving any payment or other compensation from the owner, either directly or indirectly, other than as permitted by World Sailing Regulation 22, Sailor Categorization.

Amend

C.2.1 CREW LIMITATION

- (a) The total weight of the **crew** dressed in shorts and shirt shall not exceed 980kg.
The helmsman referred to in rules C.2.2(a), (b), (d) or (e) may declare a weight of 85kgs and be exempt from any crew weighing requirements.
Crew weight will only be checked once before each event on a date specified in the NOR, but at least one day prior to the first race.
These requirements may be amended by a Notice of Race.

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- (b) The **crew** shall consist of a minimum of 12 persons. If the **crew** consists of 3 or less persons either uncategorized or categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization the **crew** may consist of a minimum of 11 persons. The crew shall consist of the same number of persons for an event, if a member of the crew is unavoidably absent during an event an owner or 50OA charter member may request permission to the 50CA for an alternative.
- (c) The **crew** shall consist of no more than 5 persons either uncategorized or categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization. All other **crew** shall hold a valid Group 1 categorization.
- (d) A female crew member may be categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization in addition to the limit of 5 persons either uncategorized or categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization.
- (e) The owner shall personally sign a written declaration that none of the Group 1 sailors are receiving any payment or other compensation from the owner, either directly or indirectly, other than as permitted by World Sailing Regulation 22, Sailor Categorization.

C.2.2 HELMSMAN

- (a) Only a person who is a member of the 50OA and is the sole registered owner of the boat and paying the running costs may helm their boat whilst *racing*, except;
- (b) A person who is the registered owner of less than 100% of the boat shall be approved by the HEC using the criteria for Relief Helms (C.2.3).
- (c) A relief helmsman, (see rules C.2.3), or;
- (d) An alternative helmsman, (see rule C.2.4), or;
- (e) 50OA charter member who has chartered the boat for the event.
- (f) A 50OA charter member shall be approved by the 50CA using the criteria in C.2.4 for an alternative helmsman.

Note:

C.2.1 HELMSMAN renumbered to C.2.2

C.2.2 CREW LIMITATION re-numbered to C.2.1 CREW LIMITATION

C.2.2(d) – Crew Weight re-ordered to be C.2.1(a)

Existing C.2.2 (a) to (d) re-numbered

Amendment Five

C.2.6 GUESTS

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Old:

- C.6.1(b) Permission to carry a guest shall be requested from the 50CA prior to the race day that the owner wishes to carry a guest. Unless approval is given a guest is not permitted.

Amend to read:

- C.6.1(b) Permission to carry a guest during a regatta shall be requested from the 50CA by 18:00 on the day prior to the practice race for the regatta. The request shall be made by email to class@clubswan50.com confirming the guest details including the World Sailing Sailor ID and details of the connection to the Owner and the requested day or days that the guests wish to join the crew. The list of approved Guests shall be published on the Official Notice Board by 20:00 on the day prior to the first race of the regatta.

Amendment Six

C.6. CS50 OD BOAT

Amend to add:

- C.6.1
- (m) Bilge pumps – Additional or alternative bilge pumps may be fitted, if alternative bilge pumps are fitted the replacement pumps shall be equivalent or greater capacity to the CS50 standard installation. It is not permitted to penetrate or modify the hull/deck structure or to add additional hull outlets for the installation. Only existing hull outlets may be used. Only commercially available / off the shelf pumps are permitted.
- (n) Alternative hydraulic rams for the Jib Tack & the Outhaul are permitted. The permitted alternatives, supplied by Nautor Swan Global Service are:
Jib Tack:- Harken Part No:- HYCS025110360BLC
Outhaul:- Harken Part No:- HYCS035130230BLC

Amendment Seven

C.9.1 RIG – MODIFICATIONS, MAINTENANCE AND REPAIR

Amend to add:

- C.9.1
- (d) Runner ferrule reinforcement is permitted to the specification approved by Southern Spars. This reinforcement may only be carried out by parties approved by Nautor Swan Global Service.
Mainsail track reinforcement to the top of the mainsail track is permitted to the approved specification. This reinforcement may only be carried out by parties approved by Nautor Swan Global Service or by other parties using the parts kit & in accordance with the instructions supplied by Nautor Swan Global Service.

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Amendment Eight

C.9.1 RIG

Amend to add:

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(g) (10) The fractional spinnaker halyard, sheave, halyard lock & trip line may be removed from the rig.

Amendment Nine

C.9 RIG

Old:

C.9.6 BOWSPRIT

(a) DIMENSIONS

The distance from the hull at the lower point of the forestay chainplate to the forward most point on the **bowsprit**, excluding any sheet retainer, shall not be greater than 1.738mm (TBC)

(b) USE

The **bowsprit** shall remain attached to the **hull** at all times and all tack lines, pull backlines and associated fittings shall remain lead at all times whilst racing.

Amend to read:

C.9.6 BOWSPRIT

~~(a) DIMENSIONS~~

~~The distance from the hull at the lower point of the forestay chainplate to the forward most point on the **bowsprit**, excluding any sheet retainer, shall not be greater than 1.738mm (TBC)~~

(a) USE

The **bowsprit** shall remain attached to the **hull** at all times and all tack lines, pull backlines and associated fittings shall remain lead at all times whilst racing.

Amendment Ten

C.9 RIG

Amend to add:

C.9.8

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(a) USE

The following shall be led as shown in Appendix B:

- (1) The mainsail sheet. It is optional to lead the mainsail sheet through or outside the constrictor – Item 215. Alternatively, the textile sleeve may be removed from the constrictor.
- (2) The primary headsail sheets shall be led through the sheet up/down double block (Appendix C – Item 301) & fairlead (Appendix C – Item 316) – Cross sheeting is not permitted. Additionally, a means of holding the sheet other than the winch may be used. This does not permit additional fittings to be permanently attached.
- (3) The bowsprit setting and retractions lines.
- (4) ~~Jib~~ Headsail sheet Up/Down – Additional lines may not be added to adjust the position of the jib sheet up/down double block (Appendix C - Item 301)

Amendment Eleven

C.10 SAILS

Amend to add:

C.10.1

- (d) If a sail is destroyed through circumstances beyond an Owner's or their Crew's control an Owner may apply to the 50CA for a replacement sail card. Use of a sail in conditions for which it was not intended or handling errors are not considered to be circumstances beyond the Owner or Crew's control. As an exemption to this rule the 50CA may permit a replacement sail card to be issued for a sail destroyed beyond repair due to a handling error during a CS50 Class Event.

Amendment Twelve

C.10.2 LIMITATIONS - SAIL CARDS

Amend to add:

C.10.2.1 SAIL CARD – BOAT OWNERS

- (i) A boat that has not raced in any CS50 events and was not issued any CS50 sail cards in the previous seasons may be allocated additional CS50 sail card for each season that they did not compete or have CS50 sail cards issued, up to a maximum of 2. To be eligible for this allocation the Owner shall pay a fee equivalent to 30% of the annual class fee for the missed years.

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C.10.2.1 SAIL CARD – CHARTERERS

- (i) A 500A charter member that has not raced in any CS50 events and was not issued any CS50 sail cards in the previous seasons may be allocated additional CS50 sail card for each season that they did not compete or have CS50 sail cards issued, up to a maximum of 2. To be eligible for this allocation the 500A charter member shall pay a fee equivalent to 30% of the annual class fee for the missed years.

Amendment Thirteen

C.10 RIG

Delete:

C.10.2.2 SAIL CARD - CHARATERERS

~~(i) A 500A charter member that has not raced in any CS50 events and was not issued any CS50 sail cards in the previous seasons may be allocated additional CS50 sail card for each season that they did not compete or have CS50 sail cards issued, up to a maximum of 2. To be eligible for this allocation the 500A charter member shall pay a fee equivalent to 30% of the annual class fee for the missed years.~~

Amendment Fourteen

C.10.2.3 SAIL CARD – EVENT LIMITATIONS

Amend to add:

C.10.2.3

- (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) Three masthead **spinnakers** (max. 235 m²)
- (5) One spinnaker staysail (must be furling max. 56 m²)

In addition to the above a boat may carry 1 OSR Storm Jib and/or 1 OSR Storm Trysail to comply with the OSR category for an event.

It is not permitted to set an OSR Storm Jib alongside any other Headsail or Spinnaker. The OSR Storm Jib shall only be used as a heavy weather sail.

Amendment Fifteen

G.2 MAINSAIL

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Amend

G.2.1 DIMENSIONS

- (a) MHW (Mainsail half width) shall not be greater than 4.67m.
- (b) MTW (Mainsail three-quarter width) shall not be greater than 3.12m.
- (c) MUW (Mainsail upper width) shall not be greater than 2.18m.
- (d) MHB (Mainsail top width shall not be greater than 1.55m
- (e) No more than 4 battens which extend from the **leech** to the mast via a batten car may be installed.
- (f) No more than an additional 4 battens which fit within **batten pockets** that extend from the **leech** and terminal within the **body of the sail** and are more than ~~200mm~~ 500mm in length may be installed.
- (g) Additional "flutter" battens which extend from the **leech** and terminal within the **body of the sail** and are no more than ~~200mm~~ 500mm in length may be installed, provided that when the **sail** is flattened out in the area of the **sail edge**, the **sail edge hollow**, when bridged between the battens noted in G.2.1(e)&(f) only, the **sail edge** does not extend beyond the straight line.

Amendment Sixteen

PART III APPENDICES

Amend order to

APPENDIX A – SUPPORT BOATS / RIBS

APPENDIX B – HULL APPENDAGE MEASUREMENT

APPENDIX C – DECK LAYOUT

APPENDIX D – OPTIONAL JIB TRACK IN / OUT ADJUSTMENT SYSTEM

APPENDIX E – SYSTEMS LAYOUT

APPENDIX F – RIG GEOMETRY & RUNNING RIGGING

APPENDIX G – SAIL INSIGNIA & NUMBERS

APPENDIX H – STANDARD OPTIONAL CRUISING FEATURES

APPENDIX I – STANDARD OPTIONAL RACING FEATURES

APPENDIX J – ELECTRONICS

APPENDIX K – SPINNAKER RETRIEVAL SYSTEM

Amendment Seventeen

APPENDIX D – OPTIONAL JIB TRACK IN / OUT ADJUSTMENT SYSTEM

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Amend to read:

Teams may replace the existing pin stop Jib Track adjustment system with the system below and as detailed in the Installation Manual. **Teams installing this system are not permitted to change back to the original pin stop system during a CS50 Class Event.**

If using this system Appendix C – Items 301 to 316 are replaced with the table below. If using this system, it is mandatory that Item 308 Track End Fittings are fitted.

Amend to add:

Revised drawing & parts table.

| 300 | JIB | | | | | |
|-----|---|------------------|--------------|------------------|------------------|--------------|
| 301 | Jib sheet up/down - Block double sheaves dia.42mm twisted | CUS0001 | 2 | 62176 | Antal | x |
| 302 | Purchase for inhauler /up-down - Block HL web dia.40mm or OPF single web block sheave dia. 50mm | H140 or | 3 | 62178 | Antal | x |
| 303 | Purchase for inhauler /up-down - OPF double block dia. 50mm w. becket | 504 | 3 | 62180 | Antal | x |
| 304 | Purchase for inhauler /up-down - OPF double block dia. 50mm | 503 | 3 | 62180 | Antal | x |
| 305 | Purchase for inhauler /up-down - Ring & Loop (R20.14 + dyneema 6mm) | RL6.1 | 2 | 62179 | Antal | x |
| 306 | Padeyes for easy sailing jib sheet lead and tweekers | Wichard 6605 | 2 | 28079 | | x |
| 307 | T-track 32x6-50 mm hole spacing, black anodized | 602.212 B 750mm | 2 | 62031 | Antal | x |
| 308 | End fitting- simple -T 32x6 track | 691.241/B | 2 | 62032 | Antal | x |

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| | | | | | | |
|-----|---|------------------|---|--------|-----------|---|
| 309 | End fitting with becket - T 32x6 track | 690.250 | 2 | 62495 | Antal | x |
| 310 | Genoa car 32x6 L= 160 with central pi-stop, two mini sheaves | | 2 | 62033 | Antal | x |
| 311 | Screw pad eye for inhauler/up-down with standard production loop blocks or rings (no customisation of blocks permitted) | 7312 | 1 | 62022 | Antal | opt to replace Item 320 |
| 312 | Stay sail screw- padeye | 7312 | 1 | 62022 | Antal | x |
| 313 | Padeye for purchase dead end (inhauler or up-down) | 6604 | 2 | 28078 | Wichard | x |
| 314 | Swivelling cleat for inhauler/up-down purchase – Position as defined in installation instructions | 522.022 | 3 | 62498 | Antal | x |
| 315 | Single fairlead, Aisi 316 | | 1 | 209200 | Wibo | x |
| 316 | Fairlead single hole diam 20 mm | R20.20 | 2 | 62034 | Antal | x |
| 320 | Custom distributor with sheaves | | 1 | | CS Racing | opt or 311 |
| 321 | Custom track pin | | 2 | | CS Racing | opt or original pins and/or looped attachment to cars |
| 322 | Track end blocks | H130 Loop Blocks | 2 | | Antal | x |
| 324 | Custom Carbon End Fitting Cover | | 2 | | CS Racing | opt |

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