

# Class Rule Changes

## International 420 Class Association

Effective date: 2021-12-01

Status: Approved



CR 2017 V2 20-SEP-2017		CR 2022 as approved by GA	
A.9.2	<p>AT AN EVENT</p> <p>Any interpretation of <b>class rules</b> required at an event may be made by an international jury, constituted in accordance with the RRS appendix N. In this case, the jury shall consult the event chief measurer. Such interpretations shall be valid only during the event, and the organizing authority shall, as soon as practical after the event, inform WS and the ICA of such an interpretation.</p>	A.9.2	<p>AT AN EVENT</p> <p>Any interpretation of <b>class rules</b> required at an event may be made by the ICA Technical Committee in consultation with the event chief measurer. Such interpretations shall be valid only during the event, and the ICA shall, as soon as practical after the event, inform WS of such an interpretation.</p>
A.10.2	<p>The treasurer of the ICA, after having received the class fee, shall send to the licensed builder the ICA Plaque, with the sail number allocated to the <b>boat</b>.</p>	A.10.2	<p>The ICA, after having received the class fee, shall send to the licensed builder the ICA Plaque, with the sail number allocated to the <b>boat</b></p>
A.11.1	<p>For a <b>hull</b> not previously <b>certified</b>, <b>certification measurement</b> for all items to be measured and to be in conformity with the Official documents shall be carried out by an <b>official measurer</b>, and the details entered into the IMF which, when completed, shall be supplied to the owner by the builder.</p>	A.11.1	<p>For a <b>hull</b> not previously <b>certified</b>, <b>certification control</b> for all items to be measured and to be in conformity with the Official documents shall be carried out by an <b>official measurer</b>, and the details entered into the IMF which, when completed, shall be supplied to the owner by the builder in two copies.</p>
A.11.2	<p><b>Certification measurement</b> shall be carried out only by official measurers appointed both by their MNA and the ICA. An official measurer shall not perform certification control on any part owned, designed or build by him, or in which he is an interested party, or has a vested interest, except where permitted by these class rules.</p>	A.11.2	<p><b>Certification control</b> shall be carried out only by <b>official measurers</b> appointed both by their MNA and the ICA. An <b>official measurer</b> shall not perform certification control on any part owned, designed or build by him, or in which he is an interested party, or has a vested interest, except where permitted by these <b>class rules</b>.</p>
B.4	<p>The ICA Plaque shall be affixed to the <b>hull</b>, as specified in D.1.5. In case of loss, a replacement plaque shall be issued by WS.</p>	B.4	<p>The ICA Plaque shall be affixed to the <b>hull</b>, as specified in D.1.5. In case of loss, a replacement plaque shall be obtained from WS.</p>
PART II	<p><b>REQUIREMENTS AND LIMITATIONS</b></p> <p>The <b>crew</b> and the <b>boat</b> shall comply with the rules in Part II when racing. The Notice of Race may specify that compliance shall be in effect from the moment equipment is presented for inspection. Measurement to check conformity with rules of Section C is not part of equipment <b>certification measurement</b>. Measurement shall be carried out in accordance with the current version of ERS except where varied in this Part.</p>	PART II	<p><b>REQUIREMENTS AND LIMITATIONS</b></p> <p>The <b>crew</b> and the <b>boat</b> shall comply with the rules in Part II when racing and when rules specify. The Notice of Race may specify that compliance shall be in effect from the moment equipment is presented for event inspection. Measurement to check conformity with rules of Section C is not part of equipment <b>certification control</b>. Measurement shall be carried out in accordance with the current version of ERS except where varied in this Part.</p>
C.1.1.2	<p>RRS 49.1 is changed to: A <b>crew</b> member shall use no device designed to position his body outboard other than a <b>trapeze</b>, hiking straps and hiking aids worn under the thighs.</p>	C.1.1.2	<p>A <b>crew</b> member shall use no device designed to position his body outboard other than a <b>trapeze</b>, hiking straps and hiking aids worn under the thighs. This changes RRS 49.1</p>

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C.1.1.4	The total weight of personal equipment worn, excluding trapeze harness and clothing (including footwear) worn below the knee shall not exceed 9 kg. This changes RRS 43.1(b)	C.1.1.4	The total weight of personal equipment worn, excluding trapeze harness and clothing (including footwear) worn below the knee shall not exceed 9 kg. The trapeze harness shall not be filled with ballast and shall have a maximum weight of 3 kg This changes RRS 50.1(b)
C.3.1	<b>MANDATORY</b> When racing, each crew member shall wear <b>personal flotation device</b> to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AS 4758 Level 50, or equivalent. Inflatable buoyancy vests are not permitted	C.3.1	<b>MANDATORY</b> When afloat, each crew member shall wear <b>personal flotation device</b> to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AS 4758 Level 50, or equivalent. Inflatable buoyancy vests are not permitted.
C.3.2.1	As an alteration to RRS 49.1, a <b>trapeze</b> may be used, but only one member of the crew shall use a trapeze harness. The trapeze harness shall not be filled with ballast, shall float, and shall have a maximum weight of 4 kg (Weight shall be determined as required by RRS Appendix H). A crew member using a <b>trapeze</b> shall be in contact with the <b>hull</b> at all times except in the situation of accidental movement and or a maneuver.	C.3.2.1	A <b>trapeze</b> may be used, but only one member of the crew shall use a trapeze harness. A crew member using a <b>trapeze</b> shall be in contact with the <b>hull</b> at all times except in the situation of accidental movement and or a maneuver
C.5.1.a.1	One hand bailer or bucket and/or sponge	C.5.1.a.1	Hand bailers, buckets, sponges
C.5.1.a.2	One compass fixed to a mounting bracket. The compass shall not recess into either side tank or foredeck. The mounting bracket may be attached to the <b>mast</b> or may be used to close the mast gate. If electronic, only a compass with heading, heading memory and timing functions is permitted; Electronic or mechanical timing devices, which shall be removable. The Notice of Race or Sailing Instructions may require or permit additional electronic equipment to be carried aboard (such as tracking, camera etc.)	C.5.1.a.2	One compass fixed to a mounting bracket. The compass shall not recess into either side tank or foredeck. The mounting bracket may be attached to the <b>mast</b> or may be used to close the mast gate. If electronic, only a compass with heading, heading memory and timing functions is permitted; Electronic or mechanical timing devices, which shall be removable. The Notice of Race or Sailing Instructions may require or permit additional electronic equipment to be carried aboard (such as tracking devices, cameras etc.)
C.5.2.b.1	The <b>boat</b> shall be fitted with a floating towing rope of a minimum length of 8 m and minimum diameter of 8 mm, secured to the <b>mast</b> , and which can be grasped at the stem (even if the <b>boat</b> is capsized) from a rescue boat.	C.5.2.b.1	The <b>boat</b> shall be fitted with a floating towing rope of a minimum length of 8 m and minimum diameter of 8 mm, secured to the <b>mast</b> and stored inside one of the spinnaker bags.

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C.6.1	<p><b>WEIGHT</b> The <b>boat</b> fully rigged for sailing and in dry condition, but excluding <b>sails, personal equipment and portable equipment</b> shall have a minimum weight of 100 kg. A compass with associated bracket, if present, shall be included in the <b>boat weight</b>. <b>Corrector weights</b>, including any required by D.6, shall have a maximum weight of 2 kg.</p>	C.6.1	<p><b>WEIGHT</b> The <b>boat</b> shall have a minimum <b>boat weight</b> of 100 kg. A compass with associated bracket, if present, shall be included in the <b>boat weight</b>. <b>Corrector weights</b>, including any required by D.6, shall have a maximum weight of 2 kg.</p>
C.7.1.1	<p>The hull shell, deck, bulkheads, centreboard case and cockpit floor as supplied by the licensed builder shall not be altered in any way except as permitted by these <b>class rules</b>.</p>	C.7.1.1	<p>The hull shell, deck, bulkheads, centreboard case and cockpit floor as supplied by the licensed builder shall not be <b>modified</b> in any way except as permitted by these <b>class rules</b></p>
C.7.1.2	<p>Routine maintenance such as small repairs, painting, sanding and polishing is permitted without re-measurement and <b>re-certification</b>.</p>	C.7.1.2	<p>Routine <b>maintenance</b> is permitted without re-measurement and <b>re-certification</b>.</p>
C.7.1.3	<p>If any hull moulding is repaired in any other way than described in C.7.1.2, an <b>official measurer</b> shall verify on the <b>certificate</b> that the external shape is the same as before the repair and that no substantial increase in stiffness, or other advantage has been gained as a result of the repair. The <b>official measurer</b> shall also describe the details of the repair on the <b>certificate</b></p>	C.7.1.3	<p>If any hull moulding is <b>repaired</b> in any other way than described in C.7.1.2, an <b>official measurer</b> shall verify on the <b>certificate</b> that the external shape is the same as before the repair and that no substantial increase in stiffness, or other advantage has been gained as a result of the repair. The <b>official measurer</b> shall also describe the details of the repair on the <b>certificate</b></p>
C.8.4	<p>Routine maintenance such as small repairs, painting, sanding and polishing is permitted.</p>	C.8.4	<p>Routine <b>maintenance</b> is permitted</p>
C.9.1	<p><b>LIMITATIONS</b> Only one <b>mast, boom and spinnaker pole</b> shall be used during an event, except in case of loss of damage beyond repair. Such replacement may only be made with the approval of the Technical or Race Committees.</p>	C.9.1	<p><b>LIMITATIONS</b> Only one <b>mast, boom and spinnaker pole</b> shall be used during an event, except in case of loss of damage beyond repair. Such replacement may only be made with the approval of the event Technical Committee or, in its absence, the Race Committee.</p>
C.9.3.1	<p>Routine maintenance such as small repairs, painting, sanding and polishing is permitted.</p>	C.9.3.1	<p>Routine <b>maintenance</b> is permitted.</p>
C.10.1.1	<p>Routine maintenance such as sewing, mending and patching is permitted without <b>re-certification</b>. Altered <b>sails</b> shall be <b>re-certified</b> and the <b>official measurer</b> shall place a new <b>certification mark</b> on the sail with the new date of <b>certification control</b>.</p>	C.10.1.1	<p>Routine maintenance such as sewing, mending and patching is permitted without <b>re-certification</b>. <b>Modified sails</b> shall be <b>re-certified</b> and the <b>official measurer</b> shall place a new <b>certification mark</b> on the <b>sail</b> with the new date of <b>certification control</b>.</p>

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C.10.3.1. (c)	Mainsails used in women's only events shall carry a red rhombus (length of diagonals 250mm minimum) above the top batten pocket on both sides. The position should be approximately in the centre of the triangle formed by the top <b>batten pocket</b> and the mainsail head. The rhombus may be retained for racing in other events.	C.10.3.1. (c)	Mainsails used in women's only events shall carry a red rhombus (length of diagonals minimum 240 mm, maximum 260 mm) above the top batten pocket on both sides. The position should be approximately in the centre of the triangle formed by the top <b>batten pocket</b> and the mainsail head. The rhombus may be retained for racing in other events.
C.10.3.1. (d)	The 420 mainsail insignia as per G.3.1 may be replaced by a gold version conforming to the same dimensions when at least one member of the crew is an Int. 420 World Champion.	C.10.3.1. (d)	The 420 mainsail insignia as per G.3.1 may be replaced by a gold version conforming to the same dimensions when at least one member of the crew is an Int. 420 Class World Champion.
C.10.3.1. (e)	Numbers and letters shall be in red, of a minimum width of 200 mm (except number 1 and letter I), of a minimum thickness of 45 mm and of a minimum height of 300 mm. Other dimensions and indications regarding letters and numbers are specified in RRS Appendix G.1.2 (b).	C.10.3.1. (f)	Numbers and letters shall be in red, of a minimum width of 200 mm (except number 1 and letter I), of a minimum thickness of 45 mm and of a minimum height of 300 mm. Other dimensions and indications regarding letters and numbers are specified in RRS Appendix G.1.2 (b).
C.10.3.1. (e)	All numbers, letters and the emblem shall be of paint or other, securely attached durable material.	C.10.3.1. (g)	All numbers, letters and the emblem shall be of paint or other, securely attached durable material.
C.10.5.1	<p>Identification</p> <p>Identification shall comply with RRS, except where mentioned hereunder: As an alteration to RRS Appendix G 1.3 (d), national letters are optional. If positioned, national letters may be in line with the sail numbers. The colour of letters and numbers is optional, but they shall be all of the same colour, fully painted, and shall contrast with the colour of the panel to which they are positioned, of a minimum, width of 200 mm (except number 1 and letter I), of a minimum thickness of 45 mm and of a minimum height of 300 mm. Other dimensions and indications regarding letters and numbers are specified in RRS. All numbers and letters shall be of paint or other, securely attached, durable material. Numbers and letters, if on both sides, shall not overlap and shall be placed at different heights with a minimum space of 60 mm.</p>	C.10.5.1	<p>Identification</p> <p>Identification shall comply with RRS, except where mentioned hereunder: As an alteration to RRS Appendix G 1.3 (c), national letters are optional at World and Continental or other ICA sanctioned events. National letters and numbers are optional at national events. If positioned, national letters may be in line with the sail numbers. The colour of letters and numbers is optional, but they shall be all of the same colour, fully painted, and shall contrast with the colour of the panel to which they are positioned, of a minimum width of 200 mm (except number 1 and letter I), of a minimum thickness of 45 mm and of a minimum height of 300 mm. Other dimensions and indications regarding letters and numbers are specified in RRS. All numbers and letters shall be of paint or other, securely attached, durable material. Numbers and letters, if on both sides, shall not overlap and shall be placed at different heights with a minimum space of 60 mm.</p>

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D.2.1	International 420 hulls shall be moulded and assembled only by licensed builders. Application for a licence shall be made to WS which shall consult with the ICA and the MNA of the country where the builder has its yard, before granting a license. <b>Hulls</b> shall be supplied only as permanently assembled boat units. <b>Rigs, sails, hull appendages</b> and fittings may be produced by any manufacturer.	D.2.1	International 420 hulls shall be moulded and assembled only by licensed builders. Application for a licence shall be made to WS which shall consult with the ICA and the MNA of the country where the builder has its yard, before granting a license. <b>Hulls</b> shall be supplied only as permanently assembled boat units. <b>Fittings</b> may be produced by any manufacturer
D.3.2	Materials used for building shall be those specified on the Building specification (Drawing N° 5).	D.3.2	Materials used for building shall be those specified on the Building specification (Drawing N° 5). All boats from any one builder shall be built to the same detailed specification submitted by the builder to WS. Any subsequent modifications have to be approved by WS before implementation .
D.3.3	No less than 0.05 m <sup>3</sup> of positive buoyancy shall be securely attached in each side tank to give approximately equal buoyancy laterally and longitudinally. The buoyancy shall be of closed cell rigid foam, or alternatively of air containers of not less than two litres each. It shall not be used as reinforcement.	D.3.3	No less than 0.05 m <sup>3</sup> of positive buoyancy shall be securely attached in each side tank to give approximately equal buoyancy laterally and longitudinally. The buoyancy shall be of closed cell rigid foam, or alternatively of air containers of not less than two litres each. It shall not be used as <b>hull</b> reinforcement.
D.4.1.1	The hull datum point (HDP) is the intersection on the hull centre plane of the transom external surface with the underside of the hull surface, both extended as necessary. The aft measuring point (AMP) is the projection of the HDP on the baseline.	D.4.1.1	The <b>hull datum point</b> (HDP) is the intersection on the hull centre plane of the transom external surface with the underside of the hull surface, both extended as necessary. The aft measuring point (AMP) is the projection of the HDP on the baseline.
D.4.1.4	Measurement Sections	D.4.1.4	Measurement Sections
D.4.1.11	The <b>boat</b> shall conform to all the dimensions specified on the drawing N° 5.	D.4.1.11	The <b>hull</b> shall conform to all the dimensions specified on the drawing N° 5.
D.4.2.1.(i)	At least one draining hole or port in the transom, with a maximum total area of 80 cm <sup>2</sup> . Hinged covers or other devices for closing draining ports or drain holes in the transom. These covers or devices shall not obstruct the rudder	D.4.2.1.(i)	A minimum of one draining hole or port in the transom, with a maximum total area of 80 cm <sup>2</sup> . Hinged covers or other devices for closing draining ports or drain holes in the transom. These covers or devices shall not obstruct the rudder
D.4.2.2.(a)	Mainsail, jib and spinnaker		RENUMBERED
D.4.2.2.(b)	Four single-sheave blocks for the mainsheet, one of which may be a ratchet block. The mainsheet shall be attached to the block which is connected to the bridle. Two blocks shall be attached directly to the boom. The fourth block shall be fixed to a mounting on the aft part of the centreboard case capping or keelson. The maximum obtained purchase shall be 4:1.	D.4.2.2.(a)	One block fixed to a mounting on the aft part of the centreboard case capping or the keelson for the mainsheet. (See also Rule F.6.2.a.5.)

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D.4.2.2.(c)	(...) Any other bridle adjustment system is prohibited		RENUMBERED
D.4.2.2.(d)	One kicking strap (boom vang) of rope and/or stainless steel wire with a maximum of five single sheave blocks. One cleat without moving parts and one guiding block directly behind the cleat for the kicking strap system.	D.4.2.2.(b)	One cleat without moving parts and one guiding block directly behind the cleat for the kicking strap system.
D.4.2.2.(e) to (n)		D.4.2.2.(c) to (k)	Same rules just numbering has changed
D.4.2.2.(l)	A maximum of four fairleads (also mentioned in F.5.1.2) for the elastic cord of the two trapeze wires	D.4.2.2.(l)	A maximum of six fairleads (also mentioned in F.5.1.2) for the elastic cord of the two trapeze wires
D.4.2.3.(d)	One hook on each side of the hull, on shrouds/shroud plates or fixed on the deck and at 100 mm maximum forward of the centre of the hole of the shroud plates, to lead the spinnaker sheets aft.	D.4.2.3.(d)	One hook on each side of the hull, on shrouds/shroud plates or fixed on the deck and at 100 mm maximum forward of the centre of the hole of the shroud plates, to lead the <b>spinnaker guy</b> aft.
D.4.2.3.(e)	One device on each side of the hull for securing the spinnaker halyard while the spinnaker is not set	D.4.2.3.(e)	Devices for securing the spinnaker halyard while the <b>spinnaker</b> is not set
D.4.2.3.(f)	Tubular covers at the lower end of shrouds or their adjusters and one for the lower end of the forestay to ease the passage of the sheets and to prevent snagging.	D.4.2.3.(f)	Tubular covers at the lower end of <b>shrouds</b> or their adjusters and the lower end of the <b>forestay</b> to ease the passage of the sheets and to prevent snagging
D.4.2.3.(j)	Sealing strips for the centreboard slot of optional material.	D.4.2.3.(j)	Sealing strips for the centreboard case slot of optional material.
D.4.2.3.(m)	Jib tack adjustment system, consisting of a shackle on the stemhead fitting, one cleat without moving parts mounted on the foredeck, one fairlead directly behind the cleat and a single piece of rope.	D.4.2.3.(m)	Jib tack adjustment system, consisting of a shackle on the stemhead fitting, one cleat without moving parts mounted on the foredeck, one fairlead directly behind the cleat and a rope
		E.2	MANUFACTURERS The manufacturer is optional
E.2.4.(b)	One centreboard downhaul of rope and/or elastic, one bush and/or one cleat without moving parts on the centreboard case capping. A wedge is permitted under the cleat.	E.3.4.(b)	One <b>centreboard</b> downhaul of rope and/or elastic, one fairlead and/or one block and one cleat without moving parts on the centreboard case capping. A wedge is permitted under the cleat.
E.2.5	The direction of the control ropes used for the adjustment of the centreboard shall be modified only by means of the blocks and the bush specified in rule E.2.4.	E.3.5	The direction of the control ropes used for the adjustment of the <b>centreboard</b> shall be modified only by means of the blocks and fairlead and block specified in rule E.3.4.

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F.2.4.2	One halyard for the mainsail, one halyard for the jib and one halyard for the spinnaker. The end of the spinnaker halyard may be fitted with an elastic cord. The direction of the halyards shall be modified only by means of the blocks, sheaves or fairleads specified in Section F of the <b>class rules</b> , except that the mainsail halyard may turn through the halyard shackle on the <b>mainsail head</b> to form a 2:1 purchase.	F.2.4.2	The direction of the halyards shall be modified only by means of the blocks, sheaves or fairleads specified in Section F of the <b>class rules</b> , except that the mainsail halyard may turn through the halyard shackle on the <b>mainsail head</b> to form a 2:1 purchase.
F.2.4.7	Two shrouds, one forestay and two trapeze wires and the fittings to secure them to the mast. The positions of <b>rigging points</b> of the shrouds, forestay and trapeze wires shall be at the distances mentioned in F.2.7 (see shrouds, forestay and trapeze heights).	F.2.4.7	The positions of <b>rigging points</b> of the <b>shrouds, forestay</b> and trapeze wires shall be at the distances mentioned in F.2.7 (see <b>shrouds, forestay</b> and trapeze heights).
F.2.4.12	A tensioning system for the jib halyard made of two blocks with a maximum of six sheaves in total, and one cleat. This cleat may have moving parts and shall be fixed at one of the two blocks. The system shall be attached via a hook or a shackle to the jib halyard, and at the other end to the mast or the mast step fitting, by means of a wire strop or shackles and an attachment to the mast (tang, mast anchor plate etc). Enclosed purchase systems such as magic boxes are not permitted.	F.2.4.12	A tensioning system for the jib halyard made of two blocks with a maximum of six sheaves in total, and one cleat. This cleat may have moving parts and shall be fixed at one of the two blocks. The system shall be attached via a hook or a shackle to the jib halyard, and at the other end to the <b>mast</b> or the mast step fitting, by means of a wire strop or shackles and an attachment to the <b>mast</b> (tang, mast anchor plate etc).
F.2.4.15	One <b>spinnaker pole</b> uphaul / downhaul made of rope and elastic and one hook. The <b>spinnaker pole</b> uphaul / downhaul may be fitted with two plastic balls. For the adjustment of the <b>spinnaker pole</b> uphaul / downhaul, only the following fitting is permitted, one eye or block on the foreside of the <b>mast</b> , located below the forestay and shroud <b>rigging points</b> . One eye or block or bush in the foreside of the <b>mast</b> at the level of the mast partner. Two blocks, sheaves, or fairleads at the bottom of the <b>mast</b> . (Additional fittings for the <b>spinnaker pole</b> uphaul/downhaul are stated in D.4.2.2.(j)).	F.2.4.15	One <b>spinnaker pole</b> uphaul / downhaul made of rope and elastic and one hook. The <b>spinnaker pole</b> uphaul / downhaul may be fitted with two plastic balls. For the adjustment of the <b>spinnaker pole</b> uphaul / downhaul, only the following fitting is permitted, one eye or block on the foreside of the <b>mast</b> , located below the forestay and shroud <b>rigging points</b> . One eye or block or fairlead on the foreside of the <b>mast</b> at the level of the mast partner. Two blocks, sheaves, or fairleads at the bottom of the <b>mast</b> . (Additional fittings for the <b>spinnaker pole</b> uphaul/downhaul are stated in D.4.2.2.(j)).
F.2.5	<b>Upper point height from lower point</b>	F.2.5	<b>Mainsail luff mast distance</b>

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F.5.1.2	One steel <b>trapeze</b> wire, with a minimum diameter of 2 mm, on each side for the use of one person only. Each <b>trapeze</b> adjustment system shall be provided with a maximum of one handhold, two sheaves, a ring or hook, an elastic cord, one rope, and one cleat. The trapeze wires may be substituted with rope for a maximum length of 500mm from the handhold. The two <b>trapezes</b> shall be connected to the <b>boat</b> by elastic cord with a maximum of four fairleads as stated in D.4.2.2.(l). Elastic is permitted to keep each <b>trapeze</b> wire clear of the <b>spreaders</b> and <b>shrouds</b> . Self-tacking <b>trapeze</b> systems are not permitted.	F.5.1.2	One steel <b>trapeze</b> wire, with a minimum diameter of 2 mm, on each side for the use of one person only. Each <b>trapeze</b> adjustment system shall be provided with a maximum of one handhold, two sheaves, a ring or hook, an elastic cord, one rope, and one cleat. The trapeze wires may be substituted with rope for a maximum length of 500mm from the handhold top. The two <b>trapezes</b> shall be connected to the <b>hull</b> by elastic cord with a maximum of six fairleads as stated in D.4.2.2.(l). Elastic is permitted to keep each <b>trapeze</b> wire clear of the <b>spreaders</b> and <b>shrouds</b> . Self-tacking <b>trapeze</b> systems are not permitted.
		F.6.2.(a)(5)	Mainsail sheet that shall have four single-sheave blocks, one of which may be a ratchet block. The mainsheet shall be attached to the block which is connected to the bridle. Two blocks shall be attached directly to the <b>boom</b> . The fourth block shall be fixed to a mounting on the aft part of the centreboard case capping or keelson. The maximum obtained purchase shall be 4:1.
		F.6.2.(a)(6)	Jib Sheet
		F.6.2.(a)(7)	Spinnaker Guy and Sheet
		F.6.2.(a)(8)	A mainsheet bridle made either of: i) Two strops, either of rope or wire. Each strop shall be attached to a point on the mainsheet bar/track or its end fittings, and to the mainsheet block, so forming a triangle. Each strop may be adjustable by including one additional permanently fixed eyelet and one snap hook/shackle fixed at the track/bar or its end fittings, or ii) Two strops of rope. The strop of each side shall pass through a sheave or block attached to the end fittings of the mainsheet track/bar, and then end in a cleat without moving parts, fixed on the mainsheet track/bar. One sheave and one cleat per side are the only fittings permitted. Any other adjustment system is prohibited.
		F.6.2.(a)(9)	One kicking strap (boom vang) of rope and/or stainless steel wire with a maximum of five single-sheave blocks.



# Class Rule Changes

## International 420 Class Association

Effective date: 2021-12-01

Status: Approved



CR 2017 V2 20-SEP-2017		CR 2022 as approved by GA	
G.3.2.2	The <b>body of the sail</b> shall consist of the same <b>woven ply</b> throughout except for the panel adjacent to the <b>foot</b> , which may be of a different <b>woven ply</b> . The <b>ply</b> fibres shall be of polyester. <b>Primary</b> and <b>secondary reinforcement</b> permitted material is woven ply with polyester fibres.	G.3.2.2	The <b>body of the sail</b> shall consist of the same <b>woven ply</b> throughout except for the panel adjacent to the <b>foot</b> , which may be of a different <b>woven ply</b> . This limitation does not apply to the colour of the <b>ply</b> . The <b>ply</b> fibres shall be of polyester. <b>Primary</b> and <b>secondary reinforcement</b> permitted material is woven ply with polyester fibres.
G.3.2.4	The following are permitted: Stitching, glues, <b>tabling</b> , tapes, bolt ropes for the <b>luff</b> and the <b>foot</b> , one cringle/eye at each <b>sail corner</b> , one headboard with fixings, one Cunningham eye, a rope for the Cunningham, <b>batten pocket patches</b> , <b>batten pocket</b> elastic, one <b>batten pocket</b> end cap and one batten tensioning device for the top <b>batten pocket</b> , one boom slide at the clew, tell tales, ICA sail button or sticker, sailmaker's trade mark, not more than two <b>windows</b> .	G.3.2.4	The following are permitted: Stitching, glues, <b>tabling</b> , tapes, bolt ropes for the <b>luff</b> and the <b>foot</b> , one cringle/eye at each <b>sail corner</b> , one headboard with fixings, one Cunningham eye, <b>batten pocket patches</b> , <b>batten pocket</b> associated fittings, one <b>batten pocket</b> end cap and one batten tensioning device for the top <b>batten pocket</b> , one boom slide at the clew, leech line with cleat on leech, sail shape indicator stripes, tell tales, ICA sail button or sticker, sailmaker's trade mark, not more than two <b>windows</b> .
G.4.1.2	The <b>body of the sail</b> shall consist of the same <b>woven ply</b> throughout. The <b>ply</b> fibres shall be of polyester. <b>Primary</b> and <b>secondary reinforcement</b> permitted material is <b>woven ply</b> with polyester fibres	G.4.1.2	The <b>body of the sail</b> shall consist of the same <b>woven ply</b> throughout, this limitation not applying to the colour. The <b>ply</b> fibres shall be of polyester. <b>Primary</b> and <b>secondary reinforcement</b> permitted material is <b>woven ply</b> with polyester fibres