The following amendments to the Class Rules have been approved to be effective 1 August 2015.

Rule C.2
Amendment: Move ADVERTISING from C.4 to C.2 and renumber rules C.3 CREW and C.4 PERSONAL EQUIPMENT accordingly.

Rule C.5.1
Amendment: Add new rule C.5.1 to read as follows and renumber existing rule as C.5.2:

C.5.1 MANDATORY
(a) Spare tiller extension.

Rule C.6.1
Amendment: Reformat and renumber existing rules and add new introduction and parts (e) and (m) so the rule now reads as follows:

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR
The following is permitted without the approval of the ICA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

MODIFICATIONS
(a) Protective coverings made of any soft material over exposed fittings are permitted. Such coverings shall not alter the function of the fitting.
(b) The use of shock cord or adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function of a permitted fitting.
(c) Any cleat may be replaced with a cleat of any material and substantially of the same size and design.
(d) Any cleat including integrated fairlead may be replaced with a cleat of any material and of substantially the same size and design.
(e) Manufacturer drilled control line and trapeze elastic holes in the wings may be fitted with a metal or plastic material insert to protect against chaffing or damage to wings and or lines.

MAINTENANCE
(f) Replacement of non-skid tape or paint to the deck moulding and the wings is permitted.
(g) Replacement fittings shall be fitted in the same position as the original fitting, or as close as is structurally possible.
(h) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter. Ratchet blocks have no sheave diameter restrictions. Ratchet blocks may be used for the gennaker sheets and as the forward mainsheet block on the boom.
Any attachment of blocks may be replaced. Attachments for blocks shall be of substantially the same size and design. Any other fitting than those mentioned in C.6.1 (e), and (f), shall only be replaced by the same model or a replacement model.

REPAIR
To facilitate advertising, painting and vinyl or similar may be added to the sails, hull and spars for this purpose except that as per C.7.3 (a) the hull shell below the gunwale shall not be painted. Fasteners may be replaced or added, if the function of the fitting or part is not altered and where required to facilitate a repair the fitting maybe modified to accommodate slightly larger fixings. Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function. Before any repair is attempted the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.

Rule C.7.1 Amendment: Reformat and renumber existing rules and add new introduction and new part (q) so the rule now reads as follows:

MODIFICATIONS, MAINTENANCE AND REPAIR
The following is permitted without the approval of the ICA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

MODIFICATIONS
(a) Maximum 4 foot straps on each wing for which holes may be drilled.
(b) A block, in the gennaker halyard behind the two floor blocks, with a sheave of not more than 30 mm diameter and attached with a shock cord, which may pass through an additional block with a sheave diameter of not more than 20 mm
(c) One tie down loop is permitted on each gunwale flange to facilitate securing the hull to a trailer or beach dolly. The loop shall be permanently fastened to the gunwale flange using screws or bolts. Each loop shall be within 800 mm to 1000 mm behind the chain plates.
(d) Wedges or risers of any material may be fitted under the wing mounted gennaker blocks, jib blocks, boom vang, cunningham and gennaker halyard cleats and wing mounted control lines.
(e) Fittings made from flexible material may be added along the rail forward of the chain plates on each side for the hull for the sole purpose of retaining the spinnaker sheets on the boat.
(f) A bail may be fitted beneath the jib blocks mounted on the gennaker launching ring and a single block added to increase jib sheet purchase.
(g) The Cunningham purchase may be increased to a maximum of 6:1.
(h) The rope purchase of the vang system may be increased to a maximum of 4:1.
(i) The use of blocks, thimbles, clips, rings, balls or similar may be added to control lines and their shock cord take ups.

MAINTENANCE

(j) The daggerboard case packing may be replaced with any material. This packing shall not extend for more than 60mm into the trunk from the top or bottom, or beyond the surface defined by straight edge held perpendicular to the centreline and dragged along the bottom of the hull.
(k) The watertight integrity of the hull shall be maintained.
(l) The breather hole in the centre plinth shall remain open and unrestricted.
(m) Fittings may be bedded in provided they can be removed without damage to either the hull or fitting.

REPAIR

(n) No holes may be made in the hull or deck mouldings except:
   (i) for fittings specified in C.7.1 (a) and (c)
   (ii) for the purpose of making repairs.
   (iii) for the purpose of attaching the compass retaining lines.
(o) The existing holes in the jib sheet track may be increased in diameter up to a maximum of 6.5mm. Additional holes are not permitted.
(p) In the event of damage to any part of the hull, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Areas of damage repair may be filled, sanded and polished over.
(q) Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function. Before any repair is attempted the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.

Rule C.8.1
Amendment: Reformat and renumber existing rules and add new introduction and new part (e) so the rule now reads as follows:

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR
The following is permitted without the approval of the ICA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.
MODIFICATIONS
(a) The tiller forward of the rudder stock may be modified.
(b) The tiller extensions may be replaced without any restrictions as to design and material.

MAINTENANCE
(c) The rudder stock packing may be replaced with any material.

REPAIR
(d) Repairs to chips in the leading and trailing edge may be filled and blended in. (Advisory note: nowhere is re-finishing, fairing of the daggerboard and rudder blade permitted except to facilitate localised repair in this rule. Painting is not mentioned therefore as these are closed class rule it is prohibited.)
(e) Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function.

Before any repair is attempted the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.

**Rule C.9.1**
**Amendment:** Reformat and renumber existing rules and add new introduction and new part (i) so the rule now reads as follows:

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

MODIFICATIONS
(a) The lower shroud may be fitted with a turnbuckle between the wire end and the hull fixing point.
(b) The lower part of the forestay and shrouds, and their attachment fittings may be covered with protective covering; however, the function of the fittings shall not be changed.
(c) Rig pins may be replaced by quick pins or any other type of pins.
(d) Tufts or ribbons in the rigging.
(e) The cap shroud and primary shroud may be fitted with a turnbuckle between the shroud plate and the hull fixing point.
(f) The mast sections maybe permanently glued together at the top spreader.
(g) The spreaders maybe permanently bonded to the middle section on the mast, but shall always be removable.
MAINTENANCE

(h) Standing rigging may be replaced and shall comply with the following:
   (i) Construction shall be 1 x 7 stainless steel wire rope
   (ii) The forestay, middle shrouds and lower shrouds shall be of diameter minimum 3.0mm, maximum 3.5mm.
   (iii) The upper shrouds shall be of diameter 2.3 mm minimum, 2.6 mm maximum.

REPAIR

(i) Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function. Before any repair is attempted the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.

Rule C.9.6
Amendment: Reformat and renumber existing rules and add new introduction and new part (xi) so the rule now reads as follows:

(a) MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

MODIFICATIONS

(i) The trapeze wires may be replaced with stainless steel wire of not less than 2.0 mm diameter or by lines of any material of not less than 3.0 mm diameter.
(ii) Sheets and lines may be replaced without any restrictions as to length, diameter and taper providing the part is not made of wire.
(iii) A continuous main sheet and jib sheet is permitted.
(iv) A fairlead/eye for the end of the mainsheet may be attached to the floor plinth.
(v) Mainsail, jib and gennaker halyards may be lead externally
(vi) A block may be added in the gennaker halyard between the sail and the mast spar, with a sheave of not more than 20 mm diameter. This block may be attached to a shock cord lead through a shackle, existing fitting or loop of rope on the mast and then attached to the mast spar.
(vii) Shock cord tails may be added to ropes.
(viii) A clip or shackle may be fitted at the end of the jib sheet attachment line where it attaches to the clew board of the jib.
(ix) The trapeze arrangement may be modified to include a continuous system and/or adjustable hook height provided that the attachment methods to the mast spar and the wings are not changed.

MAINTENANCE
(x) Mainsail halyard and jib halyard may be replaced by lines of any material.

REPAIR
(xi) Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function. Before any repair is attempted the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.

(b) USE
(1) Running rigging shall be led through and attached to the fittings supplied for the function.
(2) The boom vang take-off block shall be attached to a mast strop.

Rule C.10.1
Amendment: Reformat and renumber existing rules and add new introduction and new parts (e) and (g) so the rule now reads as follows:

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR
The following is permitted without the approval of the ICA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

MODIFICATIONS
(a) The length of the battens may be altered to adjust the tension in the batten pocket, provided the batten fits within the original pocket and the sail is not altered other than by cutting and renewing the batten pocket stitching at either end.
(b) The sail battens identified by a unique identification graphic and as supplied by a licensed manufacturer shall not be altered in stiffness.
(c) Tell Tales on the sails.
(d) Chaffing patches may be added to mainsail.
MAINTENANCE
(e) Routine maintenance such as sewing, mending and patching is permitted.

REPAIR
(f) Sails shall not be recut, except as permitted in C.10.4(a), or otherwise change or affect any aspect of the sail or pierce the sail for any reason other than effecting necessary repairs or as permitted by these rules.

(g) Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function.

Before any repair is attempted the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.