INTERNATIONAL FLYING DUTCHMAN CLASS

The following amendments to the Class Rules have been approved to be effective 1\textsuperscript{st} March 2010 by the Class Rules Sub committee.

Rule - 1.1 Certification Authority
Amendment: Change rule reference from ERS C.5.1. to C.3.1.

Rule 1.4 - Interpretation of the Class Rules – At an event
Amendment: Replace existing rule with:

Interpretations of the class rules at an event shall be carried out in accordance with the RRS and ERS, by the IFDCO chief measurer acting on behalf of the certification authority. The chief measurer shall, as soon as practical after the event, inform the ISAF and the certification authority of any new event interpretation.

Rule 1.5 - Axes of Measurement
Amendment: Update reference in the title of the rule as follows (ERS section H.23)

Rule 69
Amendment: 69. Contrary to ERS F.2.3(j) the final bearing point of the spinnaker halyard on its fairlead or sheave must be below and aft of the line from a point on the forward edge of the mast 500 mm above the lower edge of the No 4 band, to a point 160 mm forward (measured perpendicular to the forward edge of the mast) of the lower edge of the No 4 band.(See diagram)

Rule 71
Amendment: Correct reference 71. Except when in the center plane of the mast spar, the central axis of the boom spar shall intersect the mast spar center plane at a distance of not more than 60 90 mm from the aft edge of the mast spar.

Rule 76
Amendment: 76. Fittings and Equipment
The use of hydraulic, pneumatic and electrical/electronic devices and instruments while racing is prohibited except that, when mandated by the NoR and SIs, VHF radios may be carried. However, while racing they may only used for communication with the RC, except in emergencies.
Electronic timing devices and magnetic and electronic compasses are permitted, provided they do not correlate simultaneous data. Devices using the GPS and providing data to the competitor, while racing, are prohibited.

Rule 83
Amendment:
83. Sail openings, except eyelets, cringles on the centre line of the spinnaker, and windows, are prohibited. Windows made of any material and with a total area that must not exceed a maximum of 1.00 m² in each sail are permitted, but only in the mainsail and in the genoa/jib.