The following amendments to the Class Rules have been approved to be effective 1st March 2014 by the Class Rules Sub-committee.

Introduction
Amendment: Add to the end of the existing rule

PLEASE REMEMBER:

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

C.1.1 (1)
Amendment:
(1) RRS 42.3 is changed by adding a new RRS 42.3 (i): 42.3(i) The Race Committee may signal in accordance with RRS Appendix P5 that pumping, rocking and ooching are permitted after the starting signal, except when the boat’s proper course is close-hauled or above. This changes rules 42.2(a), 42.2(b) and 42.2(c).

C.9.3
Amendment: moved from F.2.5 (a) (5)
(3) EITHER a stop shall be fitted so that Rule C.10.4 (c) cannot be contravened OR a halyard lock arrangement fitted within 1m of the upper point shall be used.

C.9.4 (b) (3) Rig Use
Amendment:
(3) A stop shall be fitted so that rule C.10.34 (d) cannot be contravened.

C10.3. Sail Identification
Amendment:
C.10.3 IDENTIFICATION
(a) The national letters and sail numbers shall comply with the RRS. See also C.1.4 (b), except where prescribed otherwise in these class rules. National letters and sail numbers shall be made from additional material of contrasting colour, firmly attached to the sail. National letters and sail numbers shall not be painted on.
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(b) As an exception to G.1.4 (a), for winners of the Finn Gold Cup and for Olympic Gold Medallists in the Finn Class, the sail insignia waves may be coloured Gold.

(c) At the ISAF Sailing World Cup and the ISAF Sailing World Championship, or when required by the Notice of Race, a skipper’s national flag, corresponding to the national letters, of nominal size 740 x 443 mm shall be applied to each side of the sail, positioned such that the aft edge of each flag is between 50 and 100 mm from the leech and the upper edge is between 50 and 100 mm below the second lower batten pocket. The flags shall be made from additional material, by an ISAF approved manufacturer as listed at http://www.sailing.org/classesandequipment/FINN.php) Permanent ink pens or similar shall not be used to make the national flags.

D.1.2 OPTIONAL
Amendment:
(a) Bulkheads
(b) Centreboard case athwartship stiffening struts
(c) Mainsheet Traveller tracks and supports below sheer height

D.2.1 Certification
Amendment:
(a) The hull and centreboard shall be measured together, and details shall be recorded upon the measurement form and certificate as specified by Rule A.11. If a new centreboard is fitted, then certification control is required under Rule D.9, and measurement under E.2.5 (b).
(b) ISAF or an MNA may appoint one or more In-House Official Measurers to measure and certify hulls and hull appendages produced by that manufacturer.

D.3.1 Hull Materials
Amendment:
The hull shell and structural panels including tank sides, decks, floorboard or inner bottom, thwart, centreboard case and bulkheads shall be made from wood or glass reinforced plastic, except that additional stiffening and local reinforcement may be of any material.
The hull shall be made from wood or glass reinforced plastic, except that
(i) core materials may be of foam or other material not containing carbon fibre.
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(ii) Rules D.6.1 and D.8.1 apply.
(iii) Stern drain tubes may be of any material not containing carbon fibre.
(iv) Except for D.3.1 (iii), this rule does not apply to hull fittings and corrector weights.

D.6.1 Gunwale Rubbing Strake Materials
Amendment:
The gunwale rubbing strakes may be made from any resilient material. They may be formed as part of the hull. If made separately, they may be made from any resilient material.

D.8.1 Keel Band and Stem Band Materials
New Rule:
D.8.1 MATERIALS
Between Stations 0 and 8, bands where fitted may be made from any resilient material.
Renumber old D.8.1 to become D.8.2

E.1.1 Hull Appendage CERTIFICATION
Amendment:
An MNA may appoint one or more persons at a manufacturer to measure and certify hull appendages produced by that manufacturer in accordance with ISAF guidelines. ISAF or an MNA may appoint one or more In-House Official Measurers to measure and certify hull appendages produced by that manufacturer.

F.1.1 Spar CERTIFICATION
Amendment:
An MNA may appoint one or more persons at a manufacturer to measure and certify spars produced by that manufacturer in accordance with ISAF guidelines. ISAF or an MNA may appoint one or more In-House Official Measurers to measure and certify spars produced by that manufacturer.

F.3.4 (A) (3)
Amendment:
(3) A distinctively coloured spar band. A boom outer limit mark which shall be distinctively coloured and painted on.
F.3.5
Amendment: remove bold styling of Boom weight.

G.1.2 (a) Sail CERTIFICATION
Amendment:
(a) An MNA may appoint one or more persons at a manufacturer to measure and certify sails produced by that manufacturer in accordance with ISAF guidelines. ISAF or an MNA may appoint one or more In-House Official Measurers to measure and certify sails produced by that manufacturer.

G.1.4(b) Sail Identification
Amendment:
(b) The class insignia, national letter and sail numbers shall be made from additional material of contrasting colour, firmly attached to the sail. Painted class insignia, national letter and sail numbers are prohibited.

G.1.7 Sail Dimensions
Amendment:
(see ERS H.5.2).