**Amendment One**
Amend to update Index

**Amendment Two**
Amend ISAF references to World Sailing in the Class Rules.

**Amendment Three**
To delete:

A.5 ISAF RULES
A.5.1 These class rules shall be read in conjunction with the 2013 - 2016 ERS and the current RRS.
A.5.2 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.

**A.1 LANGUAGE**
To add: “
A.1.3 These class rules shall be read in conjunction with the ERS and the RRS.
A.1.4 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.”

**Amendment Four**
Renumber all following rules accordingly

**Amendment Five**

A.4 ADMINISTRATION OF THE CLASS

Old:

A.4.1 The administering authority is the IFA. Except as provided for under A.10.3, the certification authority is the NFA of the boat’s owner. The NFA may delegate part or all of its functions, as stated in these class rules, to a MNA.
A.4.2 In countries where there is no NFA or MNA, or where neither of these wishes to administer the class, its administrative functions as stated in these class rules shall be carried out by the IFA.

Amend to read: “

A.4.1 The administering and certification authority is the IFA. The certification authority may delegate part or all of its functions, as stated in these class rules, to an IFA approved official measurer. A listing of IFA approved official measurers is available on the IFA website or from the class secretary”
Amendment Six

Old:

A.8 INTERNATIONAL CLASS FEE(S) AND ISAF HULL IDENTIFICATION STICKER
A.8.1 The builder shall pay the International Class Fee on every hull built, whether or not it is subsequently measured and registered. Payment shall be made to the ISAF, which will transfer the agreed amount to the IFA.
A.8.2 WS shall, after having received the International Class Fee for the hull, send the Hull Identification Sticker to the hull builder.
A.8.3 The Hull Identification Sticker Number shall not be changed.
A.8.4 If the Hull Identification Sticker is excessively damaged or missing, a replacement Sticker shall be obtained from ISAF. ISAF should notify the Class Association when a replacement sticker is issued.

Amendment to read:

A.8 INTERNATIONAL CLASS FEE(S) AND WORLD SAILING PLAQUE NUMBER
A.8.1 The builder shall pay the International Class Fee on every hull built, whether or not it is subsequently measured and registered. Payment shall be made to World Sailing, which will transfer the agreed amount to the IFA.
A.8.2 World Sailing shall, after having received the International Class Fee for the hull, send the ISAF/World Sailing Hull Plaque to the hull builder.
A.8.3 The ISAF/World Sailing Hull Plaque number shall not be changed.
A.8.4 If the ISAF/World Sailing Hull Plaque is excessively damaged or missing, a replacement plaque shall be obtained from World Sailing. World Sailing shall notify the Class Association when a replacement sticker is issued.

Amendment Seven

Old:

A.10 SAIL NUMBERS
A.10.1 Sail numbers shall be issued by the certification authority.
A.10.2 Except as provided for under A.10.4, sail numbers shall be issued to all boats, in consecutive order starting at “1” for each national authority.
A.10.3 Personal sail numbers may be issued by the certification authority in a sailor's home country. Personal sail numbers are additional to the sail numbers issued under A.10.2. If the use of a personal sail number is likely to cause confusion, a race committee may require that a boat use the sail number issued under rule A.10.2 or A.10.4, or another agreed number.
A.10.4 For boats primarily owned for chartering, Rule A.10.2 is not mandatory. A chartered or borrowed boat may sail under the Helmsman’s National Letters and her ISAF Sticker Number, or under the Helmsman’s Personal Sail Number if applicable.

Amend to read:

“A.

A.9 SAIL NUMBERS
A.9.1 A boat may sail under the crew National Sail Letters and:
   (a) her original ISAF/World Sailing Plaque Number, or
   (b) a sail number issued by the owner’s NFA, for each NFA the numbers issued shall be in consecutive order, or
   (c) a Personal Sail Number issued by the owner’s NFA.

A.9.2 If the use of a personal sail number is likely to cause confusion, a race committee may require that a boat use another sail number.”

Amendment Eight

Old:

A.11 CERTIFICATION
A.11.1 The Certification Documentation consists of a certificate, a class rule book, a completed measurement form, and mast card(s). If attachments are made to the certificate, this shall be noted on the main document.
A.11.2 For a hull not previously certified, all items required by the measurement form to be measured shall be measured by an official measurer and the details entered onto the form.
A.11.3 The measurement form, and certification fee if required, shall be sent to the certification authority in the country where the hull is to be registered after completion of measurement.
A.11.4 Upon receipt of a satisfactorily completed measurement form, the certification authority shall issue a certificate and return the measurement form.
A.11.5 The certification authority should retain a copy of the measurement form and certificate, which should be transferred to the new certification authority upon request if the hull is exported.
A.11.6 The arrangements and formats for Certification Documentation and Certification Marks are described at Appendix H.1.
A.11.7 Certification and Measurement Documentation transfer and storage processes required under Rules A.10, A.11 and A.14, may be performed electronically where practicable.
A.11.8 From 1 March 2013, hulls undergoing initial certification measurement shall have all identification, measurement forms and certification entered on the IFA database.
Amend to read: “

A.10 CERTIFICATION AND MEASUREMENT RECORDS
A.10.1 The required certificates shall be:
(a) One measurement certificate, and;
(b) One measurement form, and;
(c) mast card(s)
A.10.2 Certification control shall be carried out by an IFA approved official measurer who shall complete the appropriate documentation. A list of IFA approved official measurers is available in the class website: www.finnclass.org
A.10.3 From 1 March 2013, hulls and centreboards undergoing initial certification measurement shall have their identification and measurement information entered on the IFA database.”

Amendment Nine
Old:

A.12 VALIDITY OF CERTIFICATES
A.12.1 A certificate becomes invalid upon:
(a) change of ownership,
(b) withdrawal by the certification authority,
(c) the issue of another certificate.
Amend to read: “

A.11 VALIDITY OF CERTIFICATES
A.11.1 A certificate becomes invalid upon:
(a) the change to any items recorded on the certificate, unless updated as per rule A.12.2, or;
(b) withdrawal by the certification authority, or;
(c) the issue of a new certificate.

Amendment Ten
To delete:

A.13 COMPLIANCE WITH CLASS RULES
A.13.1 A boat ceases to comply with the class rules upon:
(a) The use of equipment which does not comply with the class rules,
(b) Alterations to the position, number or mass of weight correctors,
(c) The use of equipment that does not comply, or that causes the boat not to comply, with limitations recorded on the certificate,

(d) Alteration or repair to items required by the measurement form(s) to be measured, other than permitted routine maintenance,

(e) A change of class rules that causes equipment in use to cease to be permitted, except as allowed under rule A.15.

Amendment Eleven

Old:

A.14 RE-CERTIFICATION

A.14.1 A hull may be re-certified by the issue of a new certificate, showing dates of initial and new certification as applicable:

(a) WHEN A CERTIFICATE BECOMES INVALID UPON CHANGE OF OWNERSHIP

The new owner shall apply for re-certification by sending the old certificate, and fee if required, to the certification authority in the country where the hull is to be re-certified. If this certification authority is different from the previous certification authority then the new owner should also send the measurement form to the new certification authority for recording.

The new certification authority shall issue a new certificate with the cancelled certificate attached, and return the measurement form. It should retain a copy of the measurement form and certificate.

(b) WHEN A CERTIFICATE HAS BEEN WITHDRAWN, OR WHEN THE CERTIFICATE AND MEASUREMENT FORM(S) CANNOT BE LOCATED

The owner shall arrange for certification control as required for initial certification and then apply for re-certification by sending the hull measurement form(s), and fee if required, to the certification authority in the country where the hull is to be re-certified.

A.14.2 A boat that has ceased to comply with its certificate may be brought into compliance:

(a) WHEN THE LIMITATIONS AFFECTING THE EQUIPMENT ARE CONTROLLED BY THE CLASS RULES

By carrying out certification control of the affected equipment,

(b) WHEN THE LIMITATIONS AFFECTING THE EQUIPMENT ARE ON THE CERTIFICATE

By carrying out certification control of affected equipment as required for initial certification, and complying with B.1.4 if relevant.

Amend to read: “
A.12 RE-CERTIFICATION

A.12.1 The certification authority may issue a certificate to a previously certified boat:

(a) when it is invalidated under A.11.1(a) or (b), after receipt of the old certificate, and certification fee if required.

(b) when it is invalidated under A.11.1 (c), at its discretion.

(c) in other cases, by application of the procedure in A.10.

A.12.2 The certification authority may update a certificate to a previously certified boat by crossing out the outdated certificate and attaching Reweighing forms signed by IFA approved official measurers to the current certificate.

Amendment Twelve

Old:

A.15 OLD BOATS

A.15.4 Altered or renewed equipment shall comply with current class rules unless, in the opinion of the certification authority, this is unreasonable.

Delete A.15.4, Renumber all and amend to read:

“A.

A.13 OLD BOATS

A.13.1 The following rules always apply: C.9.4, D.9 (except those related to gunwale rubbing strakes), E.2.5 (b), G.1.

A.13.2 Subject to A.13.1, a hull or other equipment not complying with current class rules, but complying with the class rules in force at a previous certification control, may retain certification, provided that the non-compliance does not give a racing advantage to the boat.

A.13.3 In particular, Rule A.13.2 can be applied with respect to hull materials, centreboard thickness, centreboard coating, centreboard arm dimensions, centreboard weight, rudder hangings, gunwale rubbing strakes, mast centre of gravity, mast bearing diameters and boom attachment arrangement. If Rule A.13.2 is applied with respect to the boom attachment arrangement, then a mast lower limit mark must be made, complying with the older class rules (860 mm above the heel, width minimum 13 mm).

A.13.4 All alterations involving removal of weight including correctors must be made under the supervision of an IFA approved official measurer, who shall issue a signed Reweighing Form for the certification authority to update the certificate.

A.13.5 Weight may be removed if the hull and centreboard are then re-weighed and retested together using the Lamboley Test.

A.13.6 As an exception, If the initial distance $\lambda$ is greater than 2110 mm, a simple magnetic compass and its mounting may be removed, and corrector weight
may be removed from a position between 1000mm and 2100mm longitudinally from the Hull Datum Point. The hull with centreboard shall then be re-weighed. If the measurer has reasonable doubt about whether Rule D.9.3 (c) may be contravened, he shall require compliance with A.13.5. “

Amendment Thirteen

Section B – Boat Eligibility

For a boat to be eligible for racing, it shall comply with the rules in this section.

Old:

B.1 CERTIFICATION
B.1.1 The Certification Documentation specified in A.11.1 shall be held by the helmsman and shall be available upon official demand.
B.1.2 The boat, all spars, sails and equipment shall have been measured by an official measurer, found correct, and the results entered upon the Measurement Form or Measurement Cards where appropriate.
B.1.3 The hull shall have a valid certificate including corrector weight and related details as specified in C.7.2 and C.7.3.
B.1.4 Any alteration to the information entered under B.1.3 shall be recorded on the certificate (or on an attachment) by an official measurer, who shall sign and date the alteration.

Amend to read: “

B.1 CLASS RULES AND CERTIFICATION
B.1.1 The boat shall:
(a) be in compliance with the class rules,
(b) have valid certificates. Certificates shall be held by the crew and shall be available upon request of the certification authority.
(c) have valid certification marks as required. “

Amendment Fourteen

D.2 GENERAL
D.2.1 CERTIFICATION
Old:

(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).
Amend to read:

“

(a) The **hull** and **centreboard** shall be measured together, and details shall be recorded as specified by Rule A.10. If a new **centreboard** is fitted, then **certification control** is required under Rule D.9, and measurement under E.2.5 (b).”

**Amendment Fifteen**

**D.2 GENERAL**

**D.2.4 IDENTIFICATION**

Old:

The ISAF Hull Identification Sticker prescribed by Rule A.9 shall be permanently placed in a visible spot on the centreboard case or on the aft bulkhead of the cockpit.

Amend to read:

“

(a) The ISAF/World Sailing plaque prescribed by Rule A.8 shall be permanently placed in a visible spot on the **centreboard** case or on the aft bulkhead of the cockpit.

(b) The ISAF/World Sailing plaque number or the number required by government legislation shall be moulded, engraved or carved into the **hull** shell. It should be on the starboard side of the aft trailing edge of the transom, but may be elsewhere if this is necessary to comply with such legislation.”

**Amendment Sixteen**

**D.9 ASSEMBLED HULL**

**D.9.4 CORRECTOR WEIGHTS**

Old:

(b) The total weight of such **corrector weights** shall not exceed 5 kg. The number, position and size of the hull **corrector weights**, and notes of other fittings (such as compasses and hiking pads) having a significant effect upon compliance with D.9.2 and D.9.3, shall be entered on the **certificate**.

Amend to read:

“

(b) The total weight of such **corrector weights** shall not exceed 5 kg. The number, position and size of the hull **corrector weights**, and notes of other fittings (such as compasses and hiking pads) having a significant effect upon compliance with D.9.2 and D.9.3, shall be recorded as prescribed by Rule A.10.”
Add: “

(c) Hull corrector weights shall be shaped as blocks of standard sizes multiples of 0.25kg or 1.0kg.

Amendment Seventeen

E.2 CENTREBOARD

Old:

E.2.2 CERTIFICATION

(a) Each centreboard shall have its own identifying number, which may be incorporated with the certification mark.
(b) The centreboard may be anodised or coated with a clear coating.
(c) The certification mark shall be a durable numbered sticker produced under the authority of the IFA, or an official measurer's personal mark.

Amend to read:

“

E.2.2 CERTIFICATION AND IDENTIFICATION.

(a) Each centreboard shall have its own identifying number, which may be the same as the ISAF/World Sailing plaque for the hull. It shall be engraved, etched or stamped on the centreboard arm, visible in the raised position.
(b) An IFA approved official measurer shall certify centreboards by fixing, signing and dating a certification mark on the centreboard arm, visible in the raised position.
(c) The certification mark shall be a durable sticker produced under the authority of the IFA, or an IFA approved official measurer's personal mark.”

Amendment Eighteen

E.3 RUDDER ASSEMBLY

E.3.2 CERTIFICATION

Old:

(a) Each rudder shall have its own identifying number, which may be incorporated with the certification mark.
(b) The official measurer shall certify rudders by fixing, signing and dating a certification mark on the side of the rudder stock.
(c) The certification mark shall be a durable numbered sticker produced under the authority of the IFA, or an official measurer's personal mark.
Amend to read: 

    “

(a) Each rudder shall have its own identifying number. It shall be moulded, engraved, etched or stamped on the side of the rudder stock.

(b) An IFA approved official measurer shall certify rudders by fixing, signing and dating a certification mark on the side of the rudder stock.

(c) The certification mark shall be a durable numbered sticker produced under the authority of the IFA, or an IFA approved official measurer’s personal mark.”

Amendment Nineteen

Section F – Rig

F.2 MAST

Old:

F.2.2 CERTIFICATION

(a) Masts shall be measured by an official measurer before leaving the mast builder’s premises.

(b) Every mast shall have a numbered IFA Mast Label attached within 1 metre above the deck bearing.

(c) Every mast shall have a Mast Measurement Card, approved by the IFA as complying with the requirements of Appendix H.1.3.

(d) The official measurer shall sign and date the IFA Mast Label, and shall certify masts by completing the Mast Measurement Card.

Amend to read:

    “

F.2.2 CERTIFICATION AND IDENTIFICATION

(a) Masts shall be measured by an IFA approved official measurer before leaving the mast builder’s premises.

(b) Each mast shall have its own identifying number. It shall be moulded, engraved, etched or stamped within 1 metre above the deck bearing.

(c) Each mast shall have a numbered IFA Mast Label attached within 1 metre above the deck bearing.

(d) Each mast shall have a Mast Measurement Card, complying with the requirements of Appendix H.1.3.

(e) The IFA approved official measurer shall sign and date the IFA Mast Label, and shall certify masts by completing the Mast Measurement Card.”
Amendment Twenty

F.3 BOOM

Old:

F.3.1 CERTIFICATION
(a) Each boom shall have its own identifying number, which may be incorporated with the certification mark.
(b) The official measurer shall certify booms by fixing, signing and dating a certification mark on a side of the boom within 1 metre of the forward end.
(c) The certification mark shall be a durable numbered sticker produced under the authority of the IFA, or an official measurer's personal mark.

Amend to read:

“F.3.1 CERTIFICATION AND IDENTIFICATION
(a) Each boom shall have its own identifying number. It shall be moulded, engraved, etched or stamped on a side of the boom within 1 metre of the forward end.
(b) An IFA approved official measurer shall certify booms by fixing, signing and dating a certification mark on a side of the boom within 1 metre of the forward end.
(c) The certification mark shall be a durable numbered sticker, or the IFA approved official measurer's personal mark.”

Amendment Twenty-one

APPENDIX H.1. CERTIFICATE, MEASUREMENT FORM, MAST CARD AND CERTIFICATION MARKS.

Old:

H.1.1 CERTIFICATE
(a) The certificate and attachment sheets shall be in the form annexed to these rules.
(b) New masts, booms, centreboards, rudders and sails shall be certified as prescribed by rules A.15, B.1 and B.2.
(c) Where alterations to the certificate are necessary due to changes or new equipment, obsolete items shall be crossed through and new entries made, if necessary on attachment sheets which shall be kept with the certificate.
(d) Subject to rule A.15, the certification of older boats shall remain valid. Alterations, new weight information, other additions, and (where necessary) compliance with Section C of these rules shall be recorded on certificate or attachment sheets.

H.1.2 MEASUREMENT FORM
The Measurement Form for the hull and centreboard shall be in the form annexed to these rules. It shall be properly completed, and retained with the certificate.

Amend to read:

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H.1.1 MEASUREMENT FORM
The Measurement Form for the hull and centreboard shall be in the latest form approved found in the World Sailing website:
http://sailing.org/classesandequipment/FINN.php
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H.1.2 MAST CARD
The Mast Card prescribed by rules A.10 and F.2.2 shall be in a form approved by IFA. A suitable format is shown. Manufacturers are invited to use the reverse side of the Mast Card to record the bend characteristics of the mast.

Amendment Twenty-two

C.9 RIG
C.9.4 BOOM
(b) Use
(1) The boom shall be fitted to the mast so that all parts rotate together. Arrangements allowing over rotation of the mast are prohibited.
(2) Mainsheet and Mainsheet block attachments on the boom allowing additional athwartship travel are prohibited.
(3) A stop shall be fitted so that rule C.10.4 (d) cannot be contravened.

Add:
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(4) If an IFA approved official measurer finds that the diameter of a Boom Pin Hole exceeds the stated maximum, he may approve the Equipment Item if he is satisfied that the error is the result of fair wear and tear in service, that it does not improve the performance of the boat, and that Rule C.9.4 (b) (3) is satisfied.
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