Amendment One
Amend A.1.3 to read as follows:

A.1.3 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, when a term is “underlined” the definition in Class Rule A.1.4 applies.

REASON:
To remove the requirement to state “(as defined in Section A)” after each defined term.

Amendment Two
A.1.4 MODIFICATION
To delete the current wording and replace with the following:

“Work resulting in a change to the original condition, including changes made to the original condition by new, removed or replaced equipment items, fittings, fixings, extensions and fastenings.”

REASON:
Existing definition of Modification - ‘work’ - requires expanding to include the possibility of carrying equipment items, fittings, fixings, fastenings which are new, removed or replaced beyond original condition of the boat.

Amendment Three
C.7 HULL
C.7.1 MODIFICATIONS
Amend to read as follows:

(a) Non-skid tape of a thickness no greater than 3mm may be applied to any part of the hull and cross beams above the line of flotation trim.
   (i) the upper deck areas in front of the front cross beam
   (ii) the rear cross beam
   (iii) the upper deck areas behind the rear cross beam
   (iv) the front cross beam

REASONS:
Adding Nacra supplied grip tape to anywhere on the hull and cross beams above the line of flotation trim helps the sailors and there is no need to limit its use beyond the existing prescribed areas.

Amendment Four
SECTION E- HULL APPENDAGES
E.1 PARTS
E.1.1 MANDATORY
(a) Starboard Daggerboard
(b) Port Daggerboard
(c) Starboard Rudder
(d) Port Rudder
(e) Rudder casting including tiller-arm
(f) Foils (rudder elevators)
(g) Tiller-bar
(h) Tiller extension
(i) Top daggerboard bearing
(j) Bottom daggerboard bearing

REASONS:
Updating this list of items for administrative purposes to include ERS definitions for the rudder elevators (foils) and add top and bottom bearings which are by ERS definition hull appendages associated fittings and delete the lower rudder casting which is now a single part.

Amendment Five
C.8 HULL APPENDAGES
Amend to read as follows:

C.8.1 MODIFICATIONS
(a) The rudder pin may be packed with washers and may be trimmed or cut flush with rudder casting bottom.

REASONS:
This will reduce drag and weight of the overall boat.

Amendment Six
C.8 HULL APPENDAGES
C.8.2 MAINTENANCE
(a) Maintenance (as defined in Section A) of hull appendages is permitted with the following exceptions:
   For daggerboards, rudders, foils (elevators), top and bottom daggerboard bearings, rudder castings:
      (i) Coating (as defined in Section A) is not permitted as part of Maintenance.
      (ii) Sanding (as defined in Section A) is permitted on the paint layer on the outermost sides of the daggerboards and rudders.
      (iii) Sanding of the internal carbon fibre or (opaque) factory filler of daggerboards and rudders is not permitted as part of Maintenance.
      (iv) Sanding of foils (elevators), and rudder blade (vertical) and top and bottom daggerboard bearings and rudder castings is not permitted as part of Maintenance, except where permitted by Class Rule C.8.1(h).
      (v) Lubricating (as defined in Section A) is only permitted for the purpose of reducing bearing friction while raising and lowering the appendages

C.8.3 REPAIR
(a) Repairs (as defined in Section A) for hull appendages require approval as described in C.6.3, except repairs of small voids (chips and gouges) of ~10mm x 10mm which may be carried without approval of actions and materials.
(b) Repairs to daggerboards and rudders require the use of approved coating products:
   (i) The approved products are:
PPG D8115 Deltron Progress Matt Clearcoat
PPG D8302 Deltron Progress UHS Hardener
PPG D8718 Deltron Medium Thinner 11
(ii) Durepox High Performance Clear
Durepox Hardener
(iii) Awlgrip Clear G3005
Awlgrip Hardener G3010
Awlgrip Solvent T00003
(iv) Equivalent products may be used only with pre-approval from the IN17CA Technical Committee.

**REASONS:**
While everything not written into our rules is already against the rules, adding explicit limitation exceptions for Maintenance and Repairs including an explicit limitation on sanding of the foils (elevators) and top and bottom bearings, rudder castings helps to confirm these are not part of maintenance, and therefore a repair. This proposal also clarifies that sanding of small voids on daggerboards, rudders, foils (except where otherwise permitted), rudder castings, and top and bottom bearings does not require approval.

**Amendment Seven**

**C.8.4 LIMITATIONS**
(c) Both daggerboards shall be in the fully down position whilst racing, with an exception being that they may be raised to clear the boat from becoming afoul of in-water items and should be immediately placed back into the fully-down position once becoming clear of in-water items. When Flag R is flown by the Race Committee Rule C8.4 (c) is suspended.

**REASONS:**
This has previously been voted on by the class. Whenever officials read our rules for the first time, they inevitably ask when flag R should be flown. Since the answer is never, we can save everyone some time and effort by deleting this clause.

**Amendment Eight**

C.7 Hull
Amend to read as follows:
C.7.1 Hull Modifications
(d) Four foot straps may be fitted to each hull, at least one of which, and no more than two, shall be rear of the aft cross beam. The forward foot straps shall only be anchored to the hull using the anchor points built into the hulls as supplied and/or anchored to the shroud base and/or anchored to the forward cross beam and/or anchored to the rear cross beam.

**REASONS:**
The limits on placement are to prevent additional drilling into the hulls where there is no access. Using the rear beam does not go against this logic, and therefore we should allow it since some teams wish to utilize this anchor point.
Amendment Nine
Amend to read as follows:

C.5.2 OPTIONAL
(c) Spare parts, tools, **bungey rope, pulleys, hoops, and plastic balls**.

**REASONS:**
So that teams have what they need to do on the water maintenance.

Amendment Ten
Amend to read as follows:

C.3 PERSONAL EQUIPMENT
C.3.1 MANDATORY
(a) For Use:
(i) When racing each crew member shall wear a personal flotation device to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 2, or EN 393 or equivalent. Inflatable buoyancy vests are not permitted.
(ii) Each crew member shall wear a helmet that shall be to the minimum standard EN1385, EN1077, EN 966, ASTM 2040, Snell S98 or equivalent with a brightly coloured region of at least 300 square centimetres of the exterior surface that can be seen from above the water with crew lying face down or face up. When Flag T is flown by the Race Committee Rule C.3.1(b) is suspended.
(iii) Each crew member shall carry a cutting device with a blade length of no more than 150mm.

C.3.2 OPTIONAL
(a) For Use:
(i) Each crew member may wear body protection. If the body protection also acts as a personal flotation device, it shall comply with Class Rule C.3.1(a)(i)

Amend to read as follows:

C.5 PORTABLE EQUIPMENT
All items, devices and their locations carried including worn permitted by a rule and including their associated fittings, fixings and fastenings, even if secured or permanently fixed. Includes mechanical, electronic and digital devices and items with permitted functions, services, information inputs, processing, tracking, recording, storage, display and with all carried separately and/or in combination as a system across one or more items and devices. Excludes the boat and personal equipment and consumables.

C.5.1 MANDATORY
(a) For Use:
(i) The righting line must be led under the trampoline with both ends fixed to the Front Cross Beam at either sides of the hulls and held under tension by the use of shockcord and rings.

C.5.2 OPTIONAL
For Use:
(i) Timing function carried or worn separately in one device, or with timing function combined with other approved functions and services in one device.
(ii) Boat heading function in one device using magnetic input. If digital/electronic, the device with magnetic input may combine and store boat heading direction together with wind shift detection and timing functions.
(iii) The device display letters and numerals shall be not more than 30 mm high and show only:
   - boat heading (damping may be adjusted manually),
   - calculated wind direction determined from manual input and adjustment of tacking angles manually for windshift detection,
   - time,
   - race timing information,
   - identification,
   - battery condition, system error, adjustment and calibration information.
(iv) Race timing information may be transmitted by sound. The electronic/digital devices shall not deliver, store or correlate information in any way except as described in this section.
(v) Magnetic compasses having no electronics.
(vi) Camera recording equipment and attachments when and where permitted by the Notice of Race and/or Sailing Instructions.

Not for Use:
(i) Spare parts, tools, bungy, rope, pulleys, hoops, and plastic balls.

REASONS
To better identify and control permitted functions and devices carried including worn by updating focus of words to include approved functions in addition to devices. Administrative update and to update and align wording of permitted Personal Equipment and Portable Equipment carried in the face of evolving wearable technology, networks, information services, sources and uses. A rule that focuses exclusively on devices and words such as watches, timing devices, and compass by themselves are outdated. Align section headings with usual practices. The commonly used Raymarine Tacktick Electronic compass and Velocitek Prism Electronic Compass include wind shift detection (calculated wind direction) function that is not included in the existing rules and requires explicit authorization.
Amendment Eleven
Add new rule to read as follows:

C.3 PERSONAL EQUIPMENT
C.3.1 MANDATORY
(a) For Use:
   (iv) trapeze harness maximum permitted weight may be 2.4kg. This changes RRS 43.1 (b).

REASONS
Some of the main supplier’s production trapeze harnesses have been weighed wet at 2.3kg, which is greater than the 2.0 kg RRS standard maximum. By adopting this higher maximum weight sailors can continue to use the harnesses they wish to. Tests of wet clothing at the Palma event last year also confirm this. RRS 43.1 (b) permits class to change the maximum permitted weight for a trapeze harness up from 2kg to 4kg.

Amendment Twelve
C.8 HULL APPENDAGES
C.8.1 MODIFICATIONS
   (h) Only the aft 10mm of the foils (elevators) and rudder blade (vertical) along the trailing edge may be sanded. The distance between the leading edges and the trailing edges shall not be reduced. At 1mm from the trailing edge the thickness shall be no less than 0.6mm.

REASONS:
Sharpening the trailing edge of the elevator significantly reduces vibration and critically the noise produce while foiling. The elevator alone does not provide the full solution, but applying this change to both the elevator and rudder vertical almost completely removes the noise. Excessive noise, especially at high frequencies, can cause hearing damage and therefore every effort should be made to reduce noise production and/or team members should wear hearing protection. This change should not affect our major risk scenarios, as the trailing edges of the rudders and elevators are not expected to be a primary point of contact in any part of sailing at speed.

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