Class Rule Changes

International Contender Association

Effective date: 2025-06-17
Status: Approved

SUMMARY:

There are a total of 22 changes to the class rules, some of these are trivial in that they are changing ISAF or IYRU to World Sailing. The remaining changes are to bring the rules in line with current racing rules of sailing and to clarify various points.

The following amendments primarily change ISAF to World Sailing or refer to the current ERS:

1, 2, 3, 4, 5, 6, 7, 8, 10, & 11.

The remaining amendments adjust and/or clarify the class rules:

9, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 & 22.

Chris Howe

16 June 2025

Amendment One

1.3

Old:
These Rules are complementary to the plans and measurement form. Any interpretation shall be made by the ISAF which may consult the International Contender Association (ICA).

Amend to read:

1.3 These Rules are complementary to the plans and measurement form. Interpretation of **class rules** shall be made in accordance with the World Sailing Regulations 15.10 to 15.15 inclusive.

Reasons:

Change ISAF to World Sailing, change may to shall to ensure that the ICA is consulted.

The phrase voted on by ICA members was “Any interpretation shall be made by World Sailing who shall consult the International Contender Association (ICA).”, the text of the 2025 World sailing regulations 15.10 to 15.15 effectively gives the same right to the class association.

Amendment Two

1.3.1

Old:
These class rules shall be read in conjunction with the ERS 2001-2004

Amend to read:

These class rules shall be read in conjunction with the ERS.

Reasons:
Update to call up latest ERS.
Note the class voted to use the phrase ERS 2025-2028, this was not accepted by World Sailing and so the class rules will have to be checked and, if necessary, updated every time the ERS are updated.

Amendment Three

1.4

Old:
In the event of discrepancy between these rules, the measurement form and/or the plans, the matter shall be referred to the ISAF.

Amend to read:

In the event of discrepancy between these rules, the measurement form and/or the plans, the matter shall be referred to World Sailing who shall consult the ICA.

Reasons:
Change ISAF to World Sailing, add text to ensure that the ICA is consulted.

Amendment Four

1.7

Old:
Neither the ISAF nor the ICA accept any legal responsibility in respect of these rules or any claim arising therefrom.

Amend to read:

Neither World Sailing nor the ICA accept any legal responsibility in respect of these rules or any claim arising therefrom.

Reasons:
Change ISAF to World Sailing.

Amendment Five

2.1

Old:
Professional builders of the Contender shall be only those licensed by the ISAF and boats or hull kits shall be built for sale only by these builders.

Amend to read:

Professional builders of the Contender shall be only those licensed by World Sailing and **boats** or hull kits shall be built for sale only by these builders.

Reasons:
Change ISAF to World Sailing.

Amendment Six

2.2

Old:
Application for a license shall be made through a NA to the ISAF which will consult the ICA before granting any license.

Amend to read:

Application for a license shall be made through a MNA to World Sailing which shall consult the ICA before granting any license.

Reasons:
Change ISAF to World Sailing, change NA to MNA.

Amendment Seven

3. INTERNATIONAL CLASS FEE

Old:

3.1 The International Class Fee is determined by the ISAF and may annually be reviewed.

3.2 The ISAF is responsible for the collection and distribution of the International Class Fee.

3.3 The International Class Fee shall be payable by the builder on each boat built whether or not it is subsequently measured and registered. Payment shall be made direct to the ISAF which will issue an International Class Fee receipt and ISAF plaque. The International Class Fee receipt and plaque shall be delivered to the owner on the sale of the boat.

Amend to read:

3.1 The International Class Fee is determined by World Sailing and may annually be reviewed.

3.2 World Sailing is responsible for the collection and distribution of the International Class Fee.

3.3 The International Class Fee shall be payable by the builder on each boat built whether or not it is subsequently measured and registered. Payment shall be made direct to World Sailing which will issue an International Class Fee receipt and World Sailing plaque. The International Class Fee receipt and plaque shall be delivered to the owner on the sale of the boat.

Reasons:

Change ISAF to World Sailing.

Amendment Eight

4.2

Old:

The sail number shall be as follows:

i) ISAF plaque numbers greater than 2380, the plaque number shall be the sail number.

ii) ISAF plaque numbers between 719 and 2381, the sail number shall be either that issued by the MNA or that of the plaque number.

iii) ISAF plaque numbers less than 720, the sail number shall be that issued by the MNA.

iv) The **Certification Authority** may issue personal sail numbers between 1-719. In the event of a conflict of sail numbers the race committee may require the boat to add an additional prefix or use the ISAF plaque number.

Amend to read:

The sail number shall be as follows:
i) World Sailing plaque numbers greater than 2380, the plaque number shall be the sail number.
ii) World Sailing plaque numbers between 719 and 2381, the sail number shall be either that issued by the MNA or that of the plaque number.
iii) World Sailing plaque numbers less than 720, the sail number shall be that issued by the MNA.
iv) The **Certification Authority** may issue personal sail numbers between 1-719. In the event of a conflict of sail numbers the race committee may require the boat to add an additional prefix or use the World Sailing plaque number.

Reasons:
Change ISAF to World Sailing.

Amendment Nine

4.3

Old:
(ii) The owner or builder shall have the boat measured by a measurer officially recognised by the National Authority. The completed measurement form shall be supplied to the owner of the boat. Adhesive labels will be attached to centreboard, rudder, mast and boom to indicate that they are measured.

Amend to read:

(ii) The owner or builder shall have the boat measured by a measurer officially recognised by the MNA. The completed measurement form shall be supplied to the owner of the boat. ~~Adhesive labels will be attached to centreboard, rudder, mast and boom to indicate that they are measured.~~

Reasons:
The labels haven't been used for at least 10 years. At a championship the foils and spars are check measured so the need for proof of original measurement is not required.

Amendment Ten

4.6

Old:
Notwithstanding anything contained in these rules, the ISAF or NA shall have the power to refuse to grant a certificate to, or withdraw a certificate from, any boat.

Amend to read:

Notwithstanding anything contained in these rules, World Sailing or a MNA shall have the power to refuse to grant a certificate to, or withdraw a certificate from, any boat.

Reasons:
Change ISAF to World Sailing, change NA to MNA.

Amendment Eleven

5.4

Old:
Templates used for official measurement shall be supplied by the ISAF.

Amend to read:

Templates used for official measurement shall be supplied by World Sailing or the ICA.

Reasons:
Change ISAF to World sailing, add the option of getting templates from the ICA. This is necessary as the master set appears to be held by the BCA on behalf of the ICA, this was verified by Ron Duffield in approximately 2002 when he checked a number of European sets against them. He was never able to locate the number 1 set.

Amendment Twelve

5.6

Old:
New or substantially altered sails shall be measured by an official measurer who shall stamp or sign and date the sails near the tack.

Amend to read:

New or substantially altered sails shall be measured by a **certification measurer** who shall stamp or affix a sticker or button, and sign and date the sails near the tack on the port side of the sail.

Reasons:
Both buttons and stickers are now in use as these are easier to use than a stamp. Change to ensure that the measurer signs and dates the sail even if a stamp/button/sticker is used. Now requires the signature/date to be on the port side of the sail to give better consistency of position.

Class voted on “New or substantially altered sails shall be measured by an official measurer who shall stamp or affix a MNA sticker or button, and sign and date the sails near the tack on the port side of

the sail." World sailing requested: change of official to certification and removal the MNA before sticker, these changes have no significant impact on the rule.

Amendment Thirteen

9.4

Old:
In the case of wooden construction the entire deck and cockpit surface shall be a minimum thickness of 6 mm and the wood shall have an officially recognised specific gravity of not less than 0.5. The measurer may drill six random check holes, not more than 3 mm in diameter, in the deck and cockpit to verify this thickness.

Amend to read:

In the case of wooden construction the entire deck and cockpit surface shall use wood with a minimum thickness of 6 mm and ~~the wood shall have~~ an officially recognised specific gravity of not less than 0.5. The measurer may drill six random check holes, not more than 3 mm in diameter, in the deck and cockpit to verify this thickness.

Reasons:
As more composite structures using wood are being developed it is necessary to define a wood hull to have a specific wood thickness (6 mm).

Amendment Fourteen

10. BUOYANCY

Old:
10.1 The builder shall ensure that not less than 100 kg of positive buoyancy is secured to the hull, one-third shall be located forward of section 5 and the remainder aft of section 5 distributed equally around the centreline. This buoyancy may be used as a structural member. Air space shall not be considered positive buoyancy.

10.2 Inspection holes shall be closed in a watertight manner with detachable covers capable of resisting dislodgement whenever the boat is afloat, capsized, or full of water, and shall be of sufficient size to enable secondary buoyancy to be inspected.

10.3 The measurer shall check that buoyancy compartments are watertight.

Amend to read:

10.1 The builder shall ensure that secondary buoyancy of not less than 981 N of positive buoyancy is permanently contained within the **hull**, a minimum one-third shall be located forward of section 5 and the remainder aft of section 5 distributed equally around the centreline. This buoyancy may form part of the **hull** structure. Air space shall not be considered positive buoyancy.

10.2 Inspection holes shall be closed in a watertight manner with detachable covers capable of resisting dislodgement whenever the boat is afloat, capsized, or full of water, and shall be of sufficient size to enable secondary buoyancy that is not part of the hull structure to be inspected.

10.3 The measurer shall check that buoyancy compartments are watertight.

Amend to add:

10.4 A single 'breather' hole of less than 2 mm diameter may be included, usually in a hatch cover, to allow pressure equalisation between the buoyancy compartment volume and the external environment.

Reasons:
10.1 reworded to give a figure for force rather than mass. The additional buoyancy is now defined as secondary buoyancy in line with the Measurers' Manual 2017, section H.5.1 Text modified to make it clear that the secondary buoyancy may form part of the hull structure. As foam sandwich hulls have more evenly distributed secondary buoyancy the amount forward of section 5 is now a minimum of one third.

Additional of breather hole added as 10.4 as this is now fairly common within the class.

Amendment Fifteen

11.4

Old:

The centreboard shall be constructed of either a combination of wood, foam and glass reinforced plastic. Carbon fibre stiffening is permitted.

Amend to read:
The centreboard shall be constructed using any of the following materials: wood, foam, carbon fibre or glass reinforced plastic.

Reasons:
Modern foils are foam sandwich construction rather than wood with glass/carbon laminate. As such the carbon/glass is now more than 'stiffening'.

Amendment Sixteen

12.3

Old:

The rudder blade shall be constructed of wood and/or glass reinforced plastic. Carbon fibre stiffening is permitted.

Amend to read:

The rudder blade shall be constructed using any of the following materials: wood, foam, carbon fibre or glass reinforced plastic.

Reasons:

Modern foils are foam sandwich construction rather than wood with glass/carbon laminate. As such the carbon/glass is now more than 'stiffening'.

Amendment Seventeen

13.1

Old:

The mast may be constructed of one or more sections and of any material(s). The external dimensions of the spar (not including the sail track) measured between the heel point and measurement band 3 shall be constant, subject to the following tolerances:

A tolerance of -2 mm and + 5 mm at the following positions

a) up to 300 mm above the lower edge of band 1

b) up to 75 mm either side of centre line of the spreaders

c) up to 75 mm below the upper edge of band 3

A tolerance of ± 2 mm elsewhere.

The overall fore and aft measurement of the mast, including the sail track, shall not be less than 45 mm nor more than 85 mm and athwartships shall not be less than 45 mm nor more than 70 mm.

Amend to read:

13.1 The mast may be constructed of one or more sections and of any material(s).

i) The external dimensions of the spar (not including the sail track) measured between the heel point and measurement band 3 shall be constant, subject to the following tolerances:

A tolerance of -2 mm and + 5 mm at the following positions

a) up to 300 mm above the lower edge of band 1

b) up to 75 mm either side of centre line of the spreaders

c) up to 75 mm below the upper edge of band 3

A tolerance of ± 2 mm elsewhere.

ii) The overall fore and aft measurement of the mast, including the sail track, shall not be less than 45 mm nor more than 85 mm and athwartships shall not be less than 45 mm nor more than 70 mm. The tolerances listed in 13.1(i) do not apply to these minimum and maximum values.

Reasons:
Changed to make it clear that the tolerance figures cannot be used with the minimum or maximum dimensions. Previous text could have been considered ambiguous.

Amendment Eighteen

13.6

Old:
The rigging on the mast is optional except that the main shrouds, trapeze wires and forestay(s) or their extensions shall intersect the mast between the upper edge of band no.2 and the lower edge of band no.3. Spreaders or pulleys are not permitted to be attached to the forestay(s).

Amend to read:

The rigging on the mast is optional except that the main shrouds, trapeze ~~wires~~ and forestay(s) or their extensions shall intersect the mast between the upper edge of band no.2 and the lower edge of band no.3. Spreaders or pulleys are not permitted to be attached to the forestay(s).

Reasons:
The trapeze can now be made from rope as well as wire due to the advent of more modern rope materials.

Amendment Nineteen

13.7

Old:
The weight of the mast shall be not less than 7 kg, complete with fixed fittings, all rigging and trapeze wires.

Amend to read:

The weight of the mast shall be not less than 7 kg, complete with fixed fittings and all rigging ~~and trapeze wires~~. The trapeze height adjustment gear and **crew harness** attachment equipment shall not be included in the weight.

Reasons:

The trapeze is defined as rigging in the ERS so doesn't have to be listed separately.
The trapeze gear is specifically excluded from the measurement as is current practice.

Amendment Twenty

14.1

Old:
The main shrouds shall be connected to chain plates or U-bolts made of metal, which shall be not less than 250 mm abaft the after side of the mast. These chain plates or U-bolts shall be attached to the outside of the hull.

Amend to read:

The main shrouds shall be connected to chain plates, eye-bolts or U-bolts made of metal, which shall be not less than 250 mm abaft the after side of the mast. These chain plates, eye-bolts or U-bolts shall be attached to the outside of the **hull**.

Reasons:
Some builders now use eye-bolts rather than U-bolts or chain plates.

Amendment Twenty-one

17 SAIL

Amend to add:

17.14 One or more windows of unlimited area may be included.

Reasons:
A window is shown on the measurement diagram however a laminate sail often doesn't have a window, this change allows for the eventuality.

Amendment Twenty-two

18 EQUIPMENT

Old:
The following equipment shall be carried while racing:

18.1 A lifejacket, or buoyancy vest, which shall be worn at all times, unless the sailing instructions provide otherwise.

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18.2 Trapeze harnesses which shall not exceed 4 kg in weight, and shall float.
…
20.2 Rule RRS50.1b is changed as permitted by the rule itself, so that a competitors clothing and equipment shall not weigh more than 9 kg (including clothing and footwear worn below the knee) and a crew harness shall not weigh more than 3 kg.

Weight jackets are prohibited.

Amend to read:
18 PERSONAL EQUIPMENT

18.1 MANDATORY
The following equipment shall be carried while racing:
A **Personal Flotation Device** (PFD) for each **crew** member to the minimum standard ISO 12402-5, or USCG Type III, or AS 4758 Level 50 or equivalent. The PFD shall be worn at all times, unless the sailing instructions provide otherwise.

18.2 OPTIONAL
The following equipment may be carried while racing:
A **crew harness**. ~~which shall not exceed 4 kg in weight, and shall float~~.

18.3 Rule RRS50.1b is changed as permitted by the rule itself, so that a competitors clothing and equipment shall not weigh more than 9 kg (including clothing and footwear worn below the knee) and a **crew harness** shall not weigh more than 3 kg.

~~Weight jackets are prohibited.~~

Amend to delete:
20.2

Reasons:

The change to rule 20.2 introduced in January 2025 now includes a figure for the crew harness weight. The RRS state that the harness shall float and weight jackets are not permitted.

Note: The rule change to 18.2 has not been voted on by the class however the rule change to 20.2 which has been voted on and accepted (and implemented in Jan 2025) requires a change to be made as otherwise rules 20.2 and 18.2 are contradictory. The best approach is to remove the harness weight from 18.2.

World Sailing requested that Rule 20.2 text is moved to rule 18.3 (with the amendment to remove the weight jacket prohibition). The reason for this is that it is more logical to discuss the crew harness in the equipment part of the rules rather than crew section.

The change specifying the PFD standard in 18.1 has not been voted on by the class however this text is that used across all World Sailing classes.