The following amendments to the Class Rules have been approved to be effective 8th April 2015.

1. Current Rule:
None

Amended Rule:
New Rule:
6.4 Personal sail numbers may be issued by the national authority in a sailor’s home country. Personal sail numbers are additional to the sail numbers issued to all boats. 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 15.4, or another agreed number.

2. Current Rule:
4. REGISTRATION AND MEASUREMENT CERTIFICATE

4.3 The certificate is obtained as follows:

(i) The builder or owner shall apply to the National Authority for a sail number enclosing the building fee receipt. The National Authority shall issue a sail number only on receipt of evidence that the building fee has been paid.

Amended Rule:
4. REGISTRATION AND MEASUREMENT CERTIFICATE

4.3 The certificate is obtained as follows:

(i) The builder or owner shall apply to the National Authority for a sail number enclosing the building fee receipt. Sail Numbers shall be issued by the NA in consecutive order starting from ‘1’. In countries where
consecutive numbering has not been applied previously, they shall start from a number approved by OKDIA. The National Authority shall issue a sail number only on receipt of evidence that the building fee has been paid.

3. Current Rule:
15. **SAIL**

15.2.3 The following are permitted: stitching, glues, webbing, woven and PTFE tapes, corner eyes, a boomslide, headboard with fixings, one eye or not more than two blocks fixed to the sail to feed the Cunningham line through, **batten pocket** elastic, batten retaining devices, leech line with cleat, one **window**, sailmaker’s labels and advertisements as permitted by the RRS, sail numbers, national letters and class insignia, tell tales. The **sail** shall have a **luff** and a **foot** bolt rope of not less than 80% of their respective lengths and which may be elastic, running in a track or groove on the aft side of the mast and the upper side of the boom.

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