

# Class Rule Changes

International Contender Association

Effective date: 2025-01-01

Status: Draft



## SUMMARY:

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*There are a total of 24 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:*

*2, 3, 4, 5, 6, 7, 8, 9, 11, 12, & 23.*

*The following amendments are as a result of updates to the Racing rules:*

*1,*

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

*10, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 & 24.*

*Chris Howe*

*15 November 2024*

## Amendment One

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### RULE 20.2

#### Old:

20.2 With reference to Racing Rule 22.3(a) the total weight of clothing and equipment worn or carried by a competitor, including any buoyancy apparatus and trapeze belt or harness, shall not be capable of exceeding 12 kg (twelve) when weighed as provided in Appendix H of the Racing Rules of Sailing. Clothing worn underneath drysuits shall be weighed in the condition it is in when the competitor arrives ashore.

Weight jackets are prohibited.

#### Amend to read:

20.2 With reference to Racing rules of sailing 2025-28, rule 50.1

i) the total weight of clothing and equipment worn or carried by a competitor, excluding the **crew harness**, shall not be capable of exceeding 9 kg.

ii) the weight of the **crew harness** shall not exceed 3 kg.

#### Reasons:

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The racing rules of sailing have changed considerably since the Contender class rules were written. The reference to RRS 22.3 is no longer correct, RRS 50.1 now defines the weight of clothing and equipment and the method of determining the weight.

This change is to tidy up and avoid any misleading information.

Note: this change was accepted by the class in 2022 but the latest racing rules specifically exclude the crew harness and so we need to list it separately.

## Amendment Two

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### 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. Any interpretation shall be made by World Sailing who shall consult the International Contender Association (ICA).

#### Reasons:

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

## Amendment Three

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### 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 2025-2028

#### Reasons:

Update to call up latest ERS

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## Amendment Four

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### 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 Five

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### 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 Six

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### 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:**

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Change ISAF to World Sailing.

## Amendment Seven

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### 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.

## Amendment Eight

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### 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

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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 Nine

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### 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 Ten

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### 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.

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### Amend to read:

(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.

### Reasons:

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

## Amendment Eleven

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### 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 **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.

## Amendment Twelve

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### 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 Thirteen

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### 5.6

#### Old:

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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 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.

### 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.

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## Amendment Fourteen

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### 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 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).

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## Amendment Fifteen

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### 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.

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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 Sixteen

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### 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:

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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

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### 11. CENTREBOARD

#### Amend to add:

11.6 A corrector weight of up to 175 g may be fitted on the head of the board.

#### Reasons:

The value of 175 g is 5% total mass. This change will allow minimum weight to be achieved more easily for foam sandwich foils. It also brings the rules more in-line with current practice by some of the licenced builders.

## Amendment Eighteen

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### 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 Nineteen

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### 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

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A tolerance of  $\pm 2$  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  $\pm 2$  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 Twenty

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### 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 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.

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## Amendment Twenty-one

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### 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. 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-two

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### 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-three

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### 17.2

#### Old:

The sail shall be constructed and measured in accordance with the 1986 IYRU Sail Measurement Instructions, except as defined in these rules.

#### Amend to read:

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The sail shall be constructed and measured in accordance with the Measurers' Manual 2017 section K.2 Sail Measurement Dimensions and the ERS 2025-2028, except as defined in these rules.

## Reasons:

The IYRU instructions have been replaced by a combination of the ERS and the Measurers' Manual. In addition sail measurement courses are held by both World Sailing and the **MNA**.

## Amendment Twenty-four

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### 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.