

## Class Rule Change

### International 2.4mR Class Association

Effective date: 2022-11-15

Status: Approved



## Amendment One

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To update all references of ISAF to World Sailing (WS)

## Amendment Two

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### A.10 SAIL NUMBERS

Amend to read: “

A.10.3 Personal sail numbers may be used after decision by the MNA or the NCA.

Amend to add: “

A.10.4 Sailors may use sail numbers assigned to them by the MNA or NCA that do not correspond with the sail number on the measurement certificate.

## Amendment Three

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Old:

### A.9 INTERNATIONAL CLASS FEE(S) AND ISAF BUILDING PLAQUE

A.9.1 The licensed builder shall pay the International Class Fee(s).

A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form to the licensed hull builder.

Amend to read: “

### A.9 INTERNATIONAL CLASS FEE(S) AND ISAF/WS BUILDING PLAQUE

A.9.1 The builder shall pay the International Class Fee(s).

A.9.2 WS shall, after having received the International Class Fee for the hull, send the ISAF/WS Building Plaque to the hull builder. Measurement forms are available at the World Sailing and/or the class website.”

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## Amendment Four

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To add: “

### A.15 BUOYANCY CERTIFICATE

- A.15.1 The ICA Buoyancy **Certificate** shall state the WS/ISAF plaque number.
- A.15.2 The ICA Buoyancy **Certificate** shall be filled and signed by an **official measurer** or a competent individual assigned by the Technical Committee.
- A.15.4 The Buoyancy check shall be performed following the method given in Section L. “

## Amendment Five

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### B.1 CERTIFICATE

Old:

- B.1.1 The **boat** shall have a valid **certificate**.

Amend to read: “

- B.1.1 The **boat** shall:
  - (a) be in compliance with **class rules**
  - (b) have a valid **certificate**
  - (c) have a valid ICA Buoyancy **certificate**.”

## Amendment Six

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Old:

### B.4 FLOTATION CHECKS

- B.4.1 The **certificate** shall carry a satisfactorily flotation check confirmation.
- B.4.2 A race committee may require that a **boat** shall pass a flotation test in accordance with C.5.2 (b).
- B.4.3 A boat may carry a separate buoyancy flotation certificate, where an **official measurer** confirms a satisfactorily flotation check. The International 2.4 mR buoyancy flotation form shall be used. A flotation check is valid for not more than 5 (five) years.

Amend to read: “

### B.4 BUOYANCY CHECKS

- B.4.1 A *race committee* may require that a **boat** shall pass a buoyancy check in accordance with Section L.”

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## Amendment Seven

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To add: “

### Section L – BUOYANCY CHECK

#### L.1 CONDITION OF THE BOAT

The **boat** shall be in racing condition according to Rule C.5.1 and with an additional weight of 35 kg lead placed within 100mm of the 0.55xLWL station. Hatches to watertight compartments, if any, shall be opened in order to let the tanks to be filled with water.

#### L.2 EXECUTION OF THE CHECK

The **boat** shall be filled with water until water flows out of the cockpit, it shall thereafter be tilted over to starboard, to port, to the bow and to the stern in order to let the air enclosed under deck and other parts of the hull to come out.

#### L.3 REQUIREMENTS

The **boat** shall float in an approximately horizontal position.

## Amendment Eight

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Old:

#### B.5 ISAF PLAQUE

B.5.1 An ISAF plaque shall be fixed to the inside of the hull near the front of the cockpit on the port side.

Amend to read: “

#### B.5 WS PLAQUE

B.5.1 An ISAF/WS plaque shall be fixed to the inside of the hull in the cockpit on the port side on a visible location.”

## Amendment Nine

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#### C.3.1 LIMITATIONS

Old:

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.

Amend to read: “

Advertising shall only be displayed in accordance with the WS Advertising Code, Regulation 20.”

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## Amendment Ten

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### C.4.1 FOR USE

#### (a) OPTIONAL

Old:

(1) One anchor. The weight of anchor chain shall not exceed 2.00 kg.

Amend to read:

(1) One anchor, one chain and one warp. The weight of anchor, chain and warp shall not exceed 2.00 kg. Minimum weight of the anchor shall be 1.0 kg. The Notice of Race or Sailing Instructions may make its use mandatory

## Amendment Eleven

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### C.5.1 WEIGHT

The weight of the boat in dry condition shall comply with that as stated in the measurement certificate.

The following portable and installed equipment shall be on board when measuring:

Old:

Fittings and equipment in D.9.1, C4.1 (a)

Equipment in C.4.2 (a)

Equipment in C.4.1 (b) if this will be on board when racing.

Amend to read: “

Fittings and equipment in D.9.1.

Equipment in C.4.1 (a)(2) if this will be on board when racing.

## Amendment Twelve

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### C.6.1 MODIFICATIONS AND MAINTENANCE

(a) Maintenance is permitted without re-measurement and re-**certification** as long as the factors that are influencing the rating are not changed and no limitations or restrictions are exceeded.

Old:

(b) If any hull moulding is modified or repaired in any other way than described in C.6.1(a), an **official measurer** shall check the rating, taking the changes into account and enter the changes onto the form. A new certificate shall then be issued on the yacht.

Amend to read: “

(b) If any part of the **hull shell** and **deck** is modified or repaired in any other way than described in C.6.1(a), an **official measurer** shall check the rating, taking the changes into account and enter the changes onto the measurement form. A new certificate shall then be issued according to A.11 and A.14.

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## Amendment Thirteen

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C.9.3 JIB

(a) USE

Old:

- (1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail at sea.
- (2) The Peter Boom Headsail shall only be used together with a peter boom.

Amend to read and to add: “

- (1) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the **forestay rigging point**.
- (2) The **sail** shall be hoisted on a halyard. The arrangement shall permit lowering the sail so that no part of it is above a plane 1800 mm above the **mast datum point**. From there it shall be possible to hoist it again to its original position.
- (3) The **tack** shall not be attached to any point on the boat that is in front of the forestay.
- (4) Headsails designed to be used with headsail booms shall not be used without a **headsail boom**.”

## Amendment Fourteen

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F.2.3 DEFINITIONS

(a) **Mast Datum Point**

Old:

The **mast datum point** is a point on the fore side of the mast given by the **forestay height I** according to the design. See G.2.4 and G.4.2. The **mast datum point** shall be marked by a punch.

Amend to read and to add: “

The **mast datum point** is a point on the fore side of the mast given by the **forestay height I** according to the design measured from the **rigging point**. See G.2.4 and G.4.2. The **mast datum point** shall be marked by a punch.

## Amendment Fifteen

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F.1.2 OPTIONAL

Old:

(b) Peter Boom

Amend to read: “

(b) Headsail Boom

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## Amendment Sixteen

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Old:

G.4.5 DIMENSIONS OF PETER-BOOM HEADSAIL, 95% OF J

Amend to read: “

G.4.5 DIMENSIONS OF HEADSAILS DESIGNED FOR USE WITH HEADSAIL BOOMS, 95% OF J

## Amendment Seventeen

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D.1.1 MANDATORY

Old:

(c) Buoyancy Tanks

Amend to read: “

(c) Buoyancy Equipment”

## Amendment Eighteen

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**D.5 BUOYANCY TANKS**

D.5.1 CONSTRUCTION

(a) Buoyancy equipment shall comprise of rigid non-communicating air cell foam plastic incorporated into the yacht.

Amend to read and to read and to add: “

**D.5 BUOYANCY EQUIPMENT**

D.5.1 CONSTRUCTION

(a) Buoyancy equipment shall comprise of rigid non-communicating air cell foam plastic incorporated into the **boat**.

(b) The buoyancy equipment shall be constructed such that it cannot leave the **boat** when the **boat** is flooded.

(c) Watertight compartments shall allow for inspection with a hatch opening of minimum 100 mm in diameter. The highest point of the opening shall be placed no more than 50mm below the underside of the **deck**.”

## Amendment Nineteen

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**D.6 DIMENSIONS FOR CALCULATING THE RATING**

D.6.1 GENERAL

Old:

(c) The water line shall be controlled by placing the boat in a water tank and load it according to H.2. The **official measurer** shall issue a declaration stating-that this was done

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- (d) The girth at each section shall be the shortest chain girth (i.e., “the great circle” distance along the surface of the hull) between the measurement points (O or sheerline) through the measurement point at L1/L2. (See D.6.3 (a) (1) and D.9.2 (a)).

Amend to read: “

- (c) The waterline shall be controlled by placing the boat in a water tank and loading it according to H.2. The **official measurer** shall issue a declaration or state on the measurement form that the correct procedure was followed.
- (d) The girth at each section shall be the shortest chain girth between the measurement points (O or sheerline) through the measurement point at L1/L2. (See D.6.3 (a) (1) and D.9.2 (a)).”

## Amendment Twenty

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### H.1 RATING FORMULA

$$\text{Rating } R = (L + 2d - F + \sqrt{S}) / 2.37$$

Amend to add: “

The Rating R shall be:  $R \leq 2,400$

## Amendment Twenty-one

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### G.2.2 CERTIFICATION

Amend to read: “

- (a) It is permitted to measure sails with battens in place.
- (b) The official measurer shall certify mainsails and headsails in the tack and shall sign and date the certification mark.
- (c) An MNA may appoint one or more persons at a sailmaker to measure and certify sails produced by that manufacturer in accordance with World Sailing guidelines.
- (d) On the certification mark it shall be stated what design the sail is made for:
  - (1) Main sail: The measure E according to G.3.3
  - (2) Head sail: The measure J according to G.4.2”

## Amendment Twenty-two

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### C.8.2 b MAST

Amend to read: “

- (2) The **mast datum point** shall not be above the measurement point of the deck (See D.2.2), regardless of the mast rake.

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## Amendment Twenty-three

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A.13.1 A **boat** ceases to comply with the **class rules** upon:

Old:

- (a) The use of equipment which does not comply with the class rules,
- (b) The use of equipment that does not comply, or that causes the boat not to comply, with limitations recorded on the certificate,
- (c) Alteration or repair to items required by the measurement form to be measured, other than permitted routine maintenance,
- (d) A change of class rules that causes equipment in use to cease to be permitted, except where the equipment may comply with the class rules in force at the time of its initial fundamental measurement.
- (e) Boats measured and certificated before 31st March 1988, and boats measured and certificated before 1st March 1993 and produced from a mould built before 31st March 1988 are excepted from the following rules ...

Amend to read: “

- (a) The use of equipment which does not comply with the class rules,
- (b) The use of equipment that does not comply, or that causes the boat not to comply, with limitations recorded on the certificate,
- (c) Alteration or repair to items required by the measurement form to be measured, other than permitted routine maintenance,
- (d) Boats measured and certificated before 31st March 1988, and boats measured and certificated before 1st March 1993 and produced from a mould built before 31st March 1988 are excepted from the following rules ...

## Amendment Twenty-four

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C.7.1 LIMITATIONS

Old:

- (a) Only one rudder blade shall be used during an event of less than 8 consecutive days, except when a hull appendage has been lost or damaged beyond repair.

Amend to add:

- (a) **Hull appendages** shall not be changed during an event of less than 8 consecutive days, except when a hull appendage has been lost or damaged beyond repair.

## Amendment Twenty-five

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#### C.9.2 MAINSAIL

##### (a) USE

- (1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail at sea.

Old:

- (2) The highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the lower edge of the mast upper limit mark. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the fore side of the boom outer limit mark.

Amended to read:

- (2) The highest point of the sail, projected at 90° to the mast spar, shall not be set above the lower edge of the mast upper limit mark. The **clew point** of the sail, projected at 90° to the boom **spar**, shall not be set behind the fore side of the boom outer limit mark.

## Amendment Twenty-six

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#### F.3.1 MATERIALS

Old:

- (a) The **spar** shall be of either wood, Glass Reinforced Plastic or aluminium alloy.

Amended to read:

- (a) The **spar** excluding fittings and corrector weights shall be of either wood, Glass Reinforced Plastic or aluminium alloy.

## Amendment Twenty-seven

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#### F.4.1 MATERIALS

Old:

- (a) The **spar** shall be of wood, Glass Reinforced Plastic or aluminium alloy.

Amended to read:

- (a) The **spar** excluding fittings shall be of wood, Glass Reinforced Plastic or aluminium alloy.

## Amendment Twenty-eight

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#### F.5.1 MATERIALS

Old:

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- (a) The **spar** shall be made of one or a combination of the following materials: wood, Glass Reinforced Plastic or aluminium alloy.

Amended to read:

- (a) The **spar** excluding fittings shall be made of one or a combination of the following materials: wood, Glass Reinforced Plastic or aluminium alloy.

**End of document**

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