**Rules Changes 2015**

Current Class Approved Rule C.7.2(a)(11):

A minimum of one fixed (if the compass mount is fixed to the mast or hull, it satisfies this requirement) marine type compass of magnetic card or digital readout type. Such device may use any kind of technology to deliver the magnetic headings and may be capable of storing and retrieving those headings and using them in calculations to provide other tactical information. Devices with charting capabilities are not allowed. The compass device shall be self-contained (not interconnected with other devices or external computers).

New ISAF Version C.7.2(a)(11)

A minimum of one fixed (if the mount for the device is fixed to the mast or hull, it satisfies this requirement) device to deliver either a magnetic compass heading or course over the ground. This device may not include charting capability.

Current Class Approved Rule C.7.3(a)(4):

Electronic devices to record measure and calculate speed, distance and water depth. Such devices may incorporate GPS technology, but may not have charting capability. Such devices shall be self-contained (not interconnected with other devices or external computers).

New ISAF Version C.7.3(a)(4):

Any electronic devices to record, measure and calculate speed or speed over ground, distance, water depth, distance to a fixed point or line and time. Such devices shall not have charting capability.

Comment: ISAF strongly cautioned us on limiting interconnection.

Current Class Approved Rule E.4.9(a)

The weight of the **rudder**, tiller and tiller extension (if used) shall not be less than 13.5kg without the gudgeon

pins (if pins are used instead of pintles).

New ISAF Version E.4.5 Weights:

(a) The weight of the **rudder**, with attached pintles or gudgeons, shall not be less than 11.2kg.

(b) Corrector weights may be added to the aft edge of the **rudder** head, above the waterline, if needed to bring the **rudder** weight up to minimum. The corrector weights shall be exposed to view and strapped to the rudder head with fiberglass and resin.

Comment: This separates the rudder from the tiller and extension for certification. With this version the tiller and extension may be replaced without re-measuring for a new measurement certificate. A few existing rudders may have to move corrector weights from the tiller to the rudder.