



## INTERNATIONAL CADET CLASS

The following Class Rule Changes have been approved to be effective on the 1<sup>st</sup> December 2010

### 1 Current Rule:

B.1.1 (d) have as its owner a person who is a current member of an NCA or, when there is no NCA in his nation, of the ICA.

### Amended Rule:

B.1.1 (d) have as its owner a person who is a current member of an NCA or, when there is no NCA in his nation, of the **MNA**.

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### 2 Current Rule:

C.3.1 (b)

The **crew** shall wear the personal buoyancy properly secured outside all clothing.

### Amended Rule:

C.3.1 (b)

The **crew** shall wear the personal buoyancy properly secured outside all clothing **except that, where the personal buoyancy is non-inflatable, a close fitting, sleeveless, pocketless bib or vest may be worn outside the personal buoyancy.**

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### 3. Current Rule:

C.5.1 FOR USE

(a) MANDATORY

(1) Mark I and II versions shall carry a bucket of minimum 5 litres capacity, tied to the boat.

(b) OPTIONAL

(1) Electronic or mechanical timing devices.

- (2) Hand bailers, buckets and sponges.
- (3) Flag, burgee, or mechanical wind direction indicator.
- (4) Anchor and anchor warp.
- (5) Personal effects such as bags, bottles, food containers and writing equipment.
- (6) One magnetic (non-electronic) compass. If a compass is carried as portable equipment no other compass can be carried or fixed to the **hull** or **mast**, so that no more than one compass shall be on board the **boat** (whether it is fixed or portable).

**Amended Rule:**

C.5.1 FOR USE

(a) MANDATORY

- (1) Mark I and II versions shall carry a bucket of minimum 5 litres capacity, tied to the boat.

(b) OPTIONAL

- (1) Electronic or mechanical timing devices.
- (2) Hand bailers, buckets and sponges.
- (3) Flag, burgee, or mechanical wind direction indicator.
- (4) Anchor and anchor warp.
- (5) Personal effects such as bags, bottles, food containers and writing equipment.
- (6) One ~~magnetic (non-electronic)~~ compass. If a compass is carried as portable equipment no other compass can be carried or fixed to the **hull** or **mast**, so that no more than one compass shall be on board the **boat** (whether it is fixed or portable).
- (7) **Any electronic compass used shall only be capable of correlating data relating to the magnetic north and the boat's heading, except that it may also incorporate an electronic timing device.**

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**4. Current Rule:**

D.9.3 (xiii)

One compass and mounting bracket only may be fitted. If a compass is fitted to the **hull** no other compass may be carried.

**Amended Rule:**

D.9.3 (xiii)

One compass **of the type permitted under C.5.1 (b)** and mounting bracket only may be fitted. If a compass is fitted to the hull no other compass may be carried.

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**5 Current Rule:**

C.8.2.3 DIMENSIONS (see also E.4.3)

minimum maximum

Leading edge of **rudder** blade in vertical position  
from aft edge of skeg..... 55 mm

**Amended Rule:**

C.8.2.3 DIMENSIONS (see also E.4.3)

minimum maximum

Leading edge of **rudder** blade in vertical position parallel  
to Datum Plane "A" from aftermost part of the skeg..... 55 mm

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**6 Current Rule:**

C.9.3 (1) Boom

The intersection of the aft edge of the mast **spar** and the ~~top~~ of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90 to the mast **spar**.

**Amended Rule**

C.9.3 (1) Boom

The intersection of the aft edge of the mast **spar** and the **upper edge** of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90 to the mast **spar**.

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**7 Current Rule:**

D.1.5

**Hull Datum Point.** The Hull Datum point (sometimes referred to as "Datum point "A") is the intersection of the projection of the aft transom with the deck at the centreline.

Datum Line "C". Datum Line "C" is the projected intersection of hull with deck.

## **Amended Rule :**

### D.1.5

**Hull Datum Point.** The **Hull Datum point** (sometimes referred to as “Datum point “A””) is the intersection of the projection of the external surface of the aft transom with the upper surface of the deck at the centreline.

**Datum Line “C”.** Datum Line “C” is the projected intersection of the external surface of the hull with the upper surface of the deck.

## **8 Current Rule**

### D.1.7 HULL DIMENSIONS

- (a) The exterior shape of the hull of all Marks shall comply with the dimensions shown in the following Tables:

SECTION NUMBER	LOCATION OF SECTION FROM DATUM PLANE “A”	MEASUREMENTS FROM DATUM PLANE ‘B’			MEASUREMENTS OF BEAM AND KEEL TO OUTSIDE OF SKIN	
		TO KEEL	TO CHINE	TO DATUM LINE “C”	BEAM AT DATUM LINE “C”	BEAM AT CHINE
FORE TRANSOM		-	-	680 – 707	320 – 340	-
FORE TRANSOM		-	359 – 383	-	-	152 – 168
FORE TRANSOM		331 – 361	-	-	-	-
1	2743	184 – 208	255 – 281	623 - 661	743 - 783	520 - 574
2	2438	109 - 133	207 - 231	599 - 633	966 - 1006	765 - 796
3	2134	76	189 – 205	575 – 599	1125 - 1155	928 – 952
4	1829	48 - 72	184 – 204	547 - 577	1207 – 1247	1020 - 1050
5	1524	58 – 75	195 – 211	528 - 558	1245 – 1285	1080 – 1104
6	1219	71 - 95	210 - 234	512 - 542	1232 – 1272	1084 - 1114
7	914	96 - 120	229 – 253	503 - 533	1194 – 1234	1058 - 1088
8	610	140	263 – 279	502 – 526	1125 - 1155	1004 – 1028
9	305	166 - 190	284 - 310	493 - 523	1029 - 1069	931 - 961
DATUMLINE A		-	-	490 – 520	934 – 958	-
AFT TRANSOM		-	306 – 328	-	-	839 – 863
AFT TRANSOM		202 – 224	-	-	-	-
Sections are parallel with Datum Plane “A”. Chine measurement points are the intersections of the flat outer surfaces of the panels as shown on Measurement Plan 2						

ALL DIMENSIONS ARE IN MILLIMETRES

NOTE: there are no tolerances on the Datum Plane "B" to keel measurements at sections 3 and 8 because these are part of the definition of Datum Line "B"

**Amended Rule :**

D.1.7 HULL DIMENSIONS  
 (a) The exterior shape of the hull of all Marks shall comply with the dimensions shown in the following Tables:

SECTION NUMBER OR MEASUREMENT STATION	LOCATION OF SECTION FROM DATUM PLANE "A"	MEASUREMENTS FROM DATUM PLANE "B"			MEASUREMENTS OF BEAM AND KEEL TO OUTSIDE OF SKIN	
		TO KEEL	TO CHINE	TO DATUM LINE "C"	BEAM AT DATUM LINE "C"	BEAM AT CHINE
FORE TRANSOM		-	-	680 – 707	320 – 340	-
FORE TRANSOM		-	359 – 383	-	-	152 – 168
FORE TRANSOM		331 – 361	-	-	-	-
1	2743	184 – 208	235 – 301	623 - 661	743 - 783	500 - 594
2	2438	109 - 133	187 - 251	599 - 633	966 - 1006	745 - 816
3	2134	76	189 – 205	575 – 599	1125 - 1155	928 – 952
4	1829	48 - 72	184 – 204	547 - 587	1207 – 1247	1020 - 1050
5	1524	58 – 75	195 – 211	528 - 568	1245 – 1285	1080 – 1104
6	1219	71 - 95	210 - 234	512 - 552	1232 – 1272	1084 - 1114
7	914	96 - 120	229 – 253	503 - 543	1194 – 1234	1058 - 1088
8	610	140	263 – 279	502 – 526	1125 - 1155	1004 – 1028
9	305	166 - 190	284 - 310	493 - 523	1029 - 1069	931 - 961
AFT TRANSOM		-	-	490 – 520	934 – 958	-
AFT TRANSOM		-	306 – 328	-	-	839 – 863
AFT TRANSOM		202 – 224	-	-	-	-

Sections are parallel with Datum Plane "A". Chine measurement points are the intersections of the flat outer surfaces of the panels as shown on Measurement Plan 2. . Measurement points at the fore and aft transoms shall be found by extending the relevant surfaces ignoring any variations within 50mm of the measurement points

ALL DIMENSIONS ARE IN MILLIMETRES

NOTE: there are no tolerances on the Datum Plane "B" to keel measurements at sections 3 and 8 because these are part of the definition of Datum Line "B"

**9. Current Rule :**

F.3.4 DIMENSIONS

**Spinnaker halyard**—fairlead above **mast datum** ..... 3156 mm

**Proposed Rule :**

**Spinnaker hoist height** above **mast datum**.....3156 mm

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**10. Current Rule :**

G.2.2 CERTIFICATION

- (a) All **sails** shall be **certified** by either a measurer or an **In-House Official Measurer**
- (b) ~~Sails shall be certified by the measurer signing and dating mainsails and headsails in the tack and spinnakers in the head or for an In-House Official Measurer by attaching the certification mark in these places.~~
- (c) Conformity with Section C rules is not required for **certification control** and therefore if parts controlled only by Section C are not present at the time of **certification control** they need not be checked; however if parts including but not limited to, class insignia, national letters, and sail numbers are present, they shall be checked.

**Amended Rule :**

G.2.2 CERTIFICATION

- (a) All **sails** shall be **certified** by either a measurer or an **In-House Official Measurer**
- (b) **Sails certified** after 1<sup>st</sup> December 2010 shall be **certified** by the measurer applying the **certification mark** on **mainsails** and **headsails** in the **tack** and spinnakers in the **head**.
- (c) For **sails certified** after 1<sup>st</sup> December 2010 the **certification mark** shall include at least (i) the measurer's signature, (ii) the measurer's name in print or block capitals, (iii) the name or initials of the authority by whom the measurer is recognised, and (iv) the date of **certification**. In the case of an **In-House Official Measurer** the **certification** mark shall be made according to the In-house Certification Programme guidelines.
- (d) Conformity with Section C rules is not required for **certification control** and therefore if parts controlled only by Section C are not present at the time of **certification control** they need not be checked; however if parts including but not limited to, class insignia, national letters, and sail numbers are present, they shall be checked.

## **11. Current Rule :**

A.4.4 Only a measurer officially recognised by an NCA may measure a **boat**, and sign measurement forms or **certificates** except that **sails** may also be measured and certified by an **In-House Official Measurer**.

## **Amended Rule :**

A.4.4 **Certification control** shall be carried out by a measurer recognized for the class by a MNA or an NCA who shall complete the appropriate documentation and sign measurement forms or **certificates** except that **sails** may also be measured and certified by an **In-House Official Measurer**. Some measurers may only be recognized for some part or parts of a boat

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## **12. Current Rule**

### F.7.4 DIMENSIONS

- (a) Tapered **halyards** and sheets are not permitted except that where a centre mainsheet is used the two legs of the mainsail sheet which attach to the transom points may have different diameters from the remainder of the mainsheet, and where the legs join the remainder of the mainsheet, the mainsheet may be tapered for a maximum length of 600mm.

## **Amended Rule :**

### F.7.4 DIMENSIONS

- (a) Tapered **halyards** and sheets are not permitted except that where a centre mainsheet is used the two legs of the mainsail sheet which attach to the transom points may have different diameters from the remainder of the mainsheet, and where the legs join the remainder of the mainsheet, the mainsheet may be tapered for a maximum length of 600mm. **Other ropes and lines may be tapered.**

### 13 Current rule:

#### F.4.4 DIMENSIONS

	minimum	maximum
<b>Boom spar cross section</b> including track.....	37 mm	.....65 mm
<b>Limit mark width</b> .....	10 mm	
<del>Distance between boom outer point and straight-line extension of mainsail luff [Note: this is not the outer point distance]</del> .....	<del>1905 mm</del>	
Single block B for centre mainsheet from aft side of the <b>mast</b>	680 mm	800 mm
Soft loop(s) for centre mainsheet aft of block B above ...	300 mm	... 400 mm

### Amended Rule :

#### F.4.4 DIMENSIONS

	minimum	maximum
<b>Boom spar cross section</b> including track.....	37 mm	.....65 mm
<b>Limit mark width</b> .....	10 mm	
<b>Outer point distance</b> .....		<b>1894 mm</b>
Single block B for centre mainsheet from aft side of the <b>mast</b>	680 mm	800 mm
Soft loop(s) for centre mainsheet aft of block B above ...	300 mm	... 400 mm

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### **Typographical errors:**

In C.9.4(a)(1): add the letter “l” before “ink”. Reason: typographical error.

In D.1.2(d): replace “Drawings 1” with “No.1”. Reason: typographical error. The drawing referred to is simply “Measurement Plan No.1”.

In D.6.2(d): replace “Measurement Plan 2” with “Measurement Plan No.2”. Reason: typographical error.

Delete D.9.3(xiv). Reason: this has been replaced by D.5(n) and (o) and should have been deleted.

Correct the headings in the table at D.1.7(a) by (i) adding “OR MEASUREMENT STATION” after the words “SECTION NUMBER” and (ii) Deleting the words “AND KEEL TO OUTSIDE OF SKIN” from the heading “MEASUREMENTS OF BEAM AND KEEL TO OUTSIDE OF SKIN”