

TC Answer to rule questions concerning the 2.4 Norlin One Design Rules.

General

In general we encourage sailors, coaches and officials to read the rules and discuss them with each other. It often seem that rule topics are discussed based on vague memories or hear say. Technical rules as well as racing rules can and should be tried in the protest room. A competitor that balance on the edge of rule interpretations, always take a risk that a jury will decide that they are breaking a rule even if a measurer or "rule expert" has given him/her a different interpretation. Even if a boat has just passed event measurement, it may still not comply with class rules. Those checks cannot be complete.

The TC received the following questions

1- The wave guard on the 2.4. Is this classified as a moulding that needs to be part of the measurement process? Or can it be called a "Personal Item" that can be removed or put back on during a regatta. If it put on and off does it become classified as a Personal item and then is not part of the actual official weight of the boat at measurement? If it is able to be taken on and off and be called a Personal item can it be made of any material.

3- If there is a hard 1/2 lid that is used on the cockpit in front of the sailor is this classified as Personal equipment and how does this work with total weight of the boat when presented for measurement . Does this need to stay on the boat for the period of the regatta or can it be removed and not used at times .

4- There are 2.4's that have a Seat back attached to the removable floor . Some seat backs are made of Carbon. Can you shed some light on the interoperation of how that sits within the OD rules please. As there are many seats in the class currently that are made of full carbon and are like race car seats , we would like to know how this sits with rules interpretation please

5- Also I have a question about the Crane on the mast of the boat. Is the crane classified as part of the mast within the rules? If the crane is welded onto the mast as most are is it considered part of the mast?

6- If the Crane is Bolted on and is made of carbon is it still considered part of the mast within the rules or does it become a fitting

As in the rule says the mast shall be made of Alloy, so the crane is bolted on does it still get call part of the mast

In the Rules it out lines what fittings can be attached to the mast and the Crane is not mentioned in this.

TC answer

To answer the above questions it's important to understand the definitions in the Equipment Rules of Sailing (ERS). That will connect each discussed part to a defined concept. Using that concept the

2.4 Norlin One Design rule (OD rule) will give an answer. Observe that the open 2.4mR rule might give a different answer. In these answers below we will only consider the OD rule.

Question 1, 3

The parts discussed in question 1 and 3 fall under the definition of **boat** and **hull**. See ERS C.6.1 and D.1.1. We cannot see that they would fit neither under personal equipment ERS C.5.3 nor under portable equipment ERS C.6.5 and C.5.

The OD rule D.2.3 Materials (a) and (d) tells us that those parts should generally be made of GRP or Aluminum. D.2.3 Materials mentions some exceptions. The wave guard and the seat do not fit to any of the exceptions. However, the cover/cap over the cook pit does fit to rule D.2.3.(i) that permits any soft material in addition to GRP, but not Aluminum.

Question 1 and 3 also include a question of how the items shall be included in the weight and if they can be used during a part of the regatta and not for the rest.

Having concluded that the discussed parts belong under the definition of **boat** OD rule C.6 says that it's the boat that shall be weighed, so they shall be included in the weight.

In OD rule section C there are limitations on some items that cannot be exchanged during a regatta, e.g. **rudder** and **mast**. The discussed parts are not mentioned. However, rule C.6 always applies "when racing". The weight must always stay the same. This means that if equipment is added or removed during a regatta, the weight must be adjusted accordingly. So if you a light air day remove wave guard and cap, the corresponding weight must be added somewhere.

Question 4

There is a separate rule D.6 for the seat. Seat is not defined in the equipment rules. The TC would however consider anything that is used to support the sailors' body as a seat. It could be something you sit on or lean against. It's worth noting that if it's not a seat the part would fall under the definition of hull (see previous answer) and thereby have stricter regulation on material. When it comes to material rule D.6 is just permitting soft materials in addition to what is permitted by rule D.2.3. Carbon is definitely not permitted.

Question 5 and 6

The ERS distinguish between **spar** and **mast**, F.1.3 and F.1.4. The TC find that the crane is not included in the **spar** concept but in **mast**. That is regardless of how it's attached to the **spar**. Therefore there is no limitation on material in the OD rule. The rule outlines mandatory fittings, but all other fittings are optional and there is no restriction on material.