International 2.4mR Class Association, Technical Committee

R = (L + 2d – F + √S) / 2.37 = 2.4

2.4mR TC ADVICE 2024

2.4mR SAFETY

BACKGROUND

The main problem that may occur with 2.4mR's that race support may be unfamiliar with is when boats are swamped in rough conditions. Swamping usually occurs when the manual or electric pump fails. Because there is so little freeboard on a 2.4mR boat, at a certain point there is so much water in the boat that most waves break into the boat.

2.4mR fleets may include skippers with disabilities. Sailing ability can vary but generally skippers with disabilities do not have different limitations in terms of coping with wind and water conditions.

KEY PRINCIPLES

- Always stay with your boat until safe.
- Save the person first, safety not competing is the priority.
- In storm conditions a 2.4mR boat is difficult to see with sails lowered, so leave the headsail hoisted or wear high visibility clothing (not black) until found by race support.
- Race support boats to be on water for pre-start, race and post-race to support all competitors.
- If bailing or pump-out of water from swamped boats fails then towing to shore is the only option for boat retrieval.

RACE SUPPORT BOATS

- The most suitable rescue boats are mid-sized inflatables. Large rigid boats can endanger a swamped 2.4mR boat and skipper when providing assistance.
- Race support boats should be equipped with a small bucket or scoop to assist with in bailing. It is advisable that race support boats also be equipped with a high-capacity water pump to pump-out boats quickly at sea. Race support boat water pumps enable race support boats to remain at sea, towing to shore is not required. The recommended race support boat water pump minimum specification is 12volt 3700 GPH bilge pump (233 litres / minute) with 38mm hose size.
- Race support crew should be trained in swamped 2.4mR boat support procedures.

2.4mR BOATS

- The 2.4mR class rules require that sail halyards shall permit hoisting and lowering of sails at sea. Make sure your halyards are coiled and stowed to allow for easy release avoiding knotting or tangling with other ropes. Streaming halyards out of the boat can assist with easy lowering of sails. If you carry a VHF radio for emergency calls make sure that it is tied into the boat, so it is not lost in swamping.
- In storm conditions, where the wind strength and sea state are likely to result in a 2.4mR boat swamping, it is advisable to sail close hauled or above and lower the mainsail if swamping is threatened. Only let the mainsheet out halfway so the boat doesn't turn downwind and broach.
- A swamped 2.4mR boat is manageable sailing under headsail only and can be sailed to safety if required.
- All skippers should sign-off when ashore after a storm event to ensure that all skippers are accounted for.

SWAMPED 2.4mR BOAT SUPPORT PROCEDURE

1. Sailor turns head to wind if possible (they should NOT head downwind) and lowers mainsail and headsail and secures sails in boat.
2. Race support boat approaches swamped 2.4mR from astern and head to wind (approaching side-on to the wind can endanger a swamped 2.4mR boat and skipper). The race support crew asks the skipper if bailing, pump-out, towed to shore or personal rescue is required after assessment of the boat/skipper condition.
3. If towing is agreed to, a towing rope should be passed through the bow towing fitting to the skipper, looped around the mast a few times and held by the skipper (not tied) in case the towing rope needs to be released quickly. Towing speed needs to be slow subject to wind strength, sea state and skipper/boat condition.
4. Where the boat skipper has been rescued, and the boat left for later retrieval, the race support crew should mark the boat side stay with coloured tape to identify that the skipper is safe.

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