

Appendix A: Proposals from the NCAs [With TC comments on rule proposals.](#)

Canadian NCA:



Canadian 2.4mR Class Association
170 Kehoe Street
Ottawa, ON. Canada
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Proposals to 2021 Annual General Meeting of the International 2.4mR Class Association

Annual Meetings of the International 2.4mR Class Association.

1. The Canadian 2.4mR Class Association proposes that in 2022 and going forward that there be two scheduled meetings of the World Council and one Sailors Forum annually. The first meeting would be an Annual Meeting with an agenda which would follow 10.3 of the International Class Constitution. This meeting would be by Zoom (or a similar electronic format) and would be held each year between November 1st and December 15 on a date decided by the Executive Committee.

The second meeting would be a spring (or mid year meeting). It would be held each year between April 15 & May 15. Its purpose would be technical and it would deal with technical matters such as proposals for amendments to class rules, measurement issues, builder issues and matters which need submissions to World Sailing whose deadlines for submissions is usually July 31 of each year. This meeting would be chaired by the chair of the technical committee and would be by Zoom (or a similar electronic format)

The third meeting would be a sailor's forum to be held in conjunction with each World Championship. All competitors, coaches, and officials with an interest in the class would be invited to attend. The Executive Committee would develop some themes such as communications, marketing, recruiting new sailors, inclusion (of people with disabilities) and seek ideas from those present. This would be done in a workshop format.

Reason: Depending where the World Championship is held, limits the number of members of the World Council who will be able to attend. The electronic meeting would give all World Council members the opportunity to attend the AGM. By having the AGM during a specific time period would also insure that the terms of office for officers and directors would not vary depending when the World Championship was held. The World Council has too much business to be able to effectively resolve in one meeting per year. Having a electronic spring meeting to deal with technical matters prior to the deadline for World Sailing submissions would allow us to have amendments to our class rules submitted to World Sailing in an effective time line. The workshop format for the third meeting at the World Championship would be an opportunity for sailors, officials and coaches to provide direction to the class in a face to face meeting.

2. The Canadian 2.4mR Class Association proposes that the Executive Committee appoint a working group of at least 3 individuals to review the class constitution, consult widely with the National Class Associations and present a report with their recommendations to the 2022 Annual General Meeting. The chair of the working group to be from the 2021-2022 Executive Committee. The World Council will at the 2022 Annual General Meeting review each of the recommendations and either accept, amend or reject each individually.

Reason: The constitution has not been reviewed for a number of years. There are items such as whether the treasurer should be a voting member of the executive committee, whether the number of directors should be increased, length of terms of office (whether one year is too short for directors) whether the terms of office should be a calendar year rather than from AGM to AGM which need to be reviewed.

3. The Canadian 2.4mR Class Association proposes that the Technical Committee study amending 2.4 Norlin One Design Class Rule G3.4 to include a maximum foot roach. This shall be measured at the mid point between the tack and the clew of the sail.

Reason: There is a wide discrepancy between the size of foot roach on main sails which alters performance while sailing down wind and thus alters the one design nature of the class rule.

TC comment: This is already in NOD rule G.3.4 "Foot median maximum 4900 mm".

4. The Canadian 2.4mR Class Association proposes the Collection of One Design Measurement Forms by the ICA. Propose that the TC actively solicits collection of Norlin OD Measurement forms from owners and manufactures.

Reason: There are hundreds of completed Norlin OD Measurement forms that are still in the hands of owners. Many owners have not submitted the these forms (along with 2.4mR Certificates) as they think there is no reason to do so.

The ICA should be collecting a copy of this form from the manufacture when a new boat is built. The ICA should be collecting OD forms from owners already in circulation. Since the 2.4mR measurement certificates are issued by country many are unaware that the OD

certificate is issued by the ICA. There is a belief by many that OD boats do not exist because these forms have not been collected.

An effort needs to be made to collect this OD info even if the 2.4mR certificate is not available at the time.

TC comment: Proposal supported The TC is willing to formulate a reminder to the NCA:s and members to be circulated by the secretary it could also be posted on the homepage.

The process of OD certification is described on the home page. It includes a process like the one described.

5. The Canadian 2.4mR Class Association proposes funding for Tampa 2022 Worlds to cover media coverage. A fund in the amount of €2500 Euro to be used for the writing/promotion. The primary objective would be to have a media person write articles on each day of the event. The media/writer would be working for and in the interest of the ICA.

Distribution would be to a wide selection of media including publications, World Sailing, Facebook and the class website in real time.

Reason: The World Championship is our premier class event. In past the coverage of this event has been inconsistent at best. By hiring a professional media/writer promotion to the world can be done in real time during the event. A writer can conduct telephone interviews for the sailors perspective of the racing and event. Results would be posted in close to real time. Funding for the event is limited and most costs are taken up just to run the event and have officials attend. The budget does not have any extra room for media.

6. The Canadian 2.4mR Class Association proposes amending 2.4mR and Norlin One Design Class Rules to allow the removal of the weight of the Seat from the weight of the boat when measured or checked.

Reason: The 2.4mR and Norlin OD are small boats that have very little allowance for extra weight in the finished boat. The number one complaint from sailors is about seats. Many sailors in the class are older or disabled and require seats that support the body properly for the fun, safety and enjoyment of the boat. Due to current manufacturing techniques the boats are being delivered with kayak style fabric seats. These provide very little support and often cause pain that takes away from the enjoyment of the class. This type of seat is used instead of a fiberglass seats as they are very light weight and therefore allow the boat to carry a reasonable lead weight of 181kg. Should a sailor need to use a fiberglass seat the sailor is faced with removing lead to compensate for the weight of the seat. If a sailor does remove lead they feel uncompetitive.

The class does not regulate the weight of the sailor and therefore people sailing the boat can have a huge weight difference. Therefore having a seat in the less than 4.0kg range will not affect racing competitiveness. Light people and heavy people have both achieved

success. If the sailors no longer feel safe or comfortable in the boat they will leave the class for other boats. Samples of proposed rules addressing the seat are attached.

TC comment: A similar proposal was put forward and turned down at the AGM in 2017. The TC recommends the AGM to reject the proposal for the following reasons:

1) The basic principle of the meter rule is that the boat shall float on the measurement marks when racing. The boat weight is therefore under section C in the rule “when racing”. It shall be easy for a measurer to check this by directly measuring the boat weight after a race.

In this situation the arguments regarding what shall be in the boat or not must be minimized.

2) It is a general problem of defining what a seat is. There are almost as many seating arrangements as there are sailors. The Canadians have made a good attempt do define seat and suggest that it shall be removable and above the floorboard. The TC find that many of the current arrangements are not removable and would be disadvantaged. Attaching a backrest with hinges to the floor is an example of a simple and frequently used solution. Moreover, the Canadians refer to the floorboard, which in turn is undefined and may be very different or even unexciting for different 2.4mR designs. Defining the floorboard level would be more feasible for OD boats. However, if OD boats should measure as 2.4mR they must conform regarding weight.

3) The motivation for the rule change is to reduce the disadvantage of a disabled sailor that might need a heavy seat. However, there are already 2 present rules to take care of that problem in the one design rule, which is used for disabled sailing, rules D.2.3 (m) and D.6.2.

4) When the OD rule was constructed the 181 kg was set based on the experience that new OD boats could carry 181 kg lead including a fibre glass “seat” with seat and backrest. Yes, old boats are sometimes heavier, but the line must be drawn somewhere, and how far back shall we turn the clock. We will always find old boats that have difficulties with the 181 kg even without seat.

Additional comment: In a OD rule decoupled from 2.4mR the ballast could be set to a fixed weight for all boats. That is however not advisable as we don’t like to split the classes.

7. The Canadian 2.4mR Class Association proposes amending 2.4mR and Norlin One Design Class Rules to allow the removal of the weight of the Headsail Boom (max 3.0kg) of the boat when measured or checked.

Reason: Some sailors wish or need to use a 95% headsail with a headsail boom in order to compete fairly in the class(s). This needs extra equipment and fittings that add significant weight to the boat. By removing some extra weight of the headsail boom these sailors can

carry the same amount of lead as others sailing brings them closer to being equal. Recent configuring of a production style headsail has proven that there is not enough allowance in boat manufacturing to allow a Norlin OD boat to carry 181kg of lead with a production headsail boom.

TC comment: The TC find this an interesting proposal but recommends the AGM to reject the proposal for practical reasons.

It's correct that headsail booms add weight but so does the fittings in the bow that permits the boom to rotate and the sheeting arrangement on the deck as well as the specially shaped deck. All these factors are very difficult to estimate or measure at an event. It seems practically better to set a fixed weight reduction for such equipment. To do that, evidence of the weight of some models in use should be collected before a new rule is formulated.

Submitted by

Peter Wood
President, Canadian 2.4mR Class Association
October 9, 2021

2.4mR Class Rules

C.5.1 WEIGHT

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

- (a) The following portable and installed equipment shall be on board when measuring:
 - Fittings and equipment in D.9.1, C.4.1 (a)
 - Equipment in C.4.2 (a)
 - Equipment in C.4.1 (b) if this will be on board when racing.

- (b) The following portable and installed equipment may be excluded when measuring:
 - Seat
 - Peter Boom/Headsail Boom (Jib Boom)

C.5.2 SEAT

SEAT DEFINITION AND CONDITIONS

For a seat to be excluded from the boat weight it is defined as an apparatus intended to support the human body in a seated position while sailing. A seat must be above the floorboard and in the normal sitting position of the sailor. A seat may consist of a bottom or a back or both. The seat bottom is used to support the human buttock. The seat back is used to support the human torso and upper back.

- (a) Conditions for the Seat to be excluded from the boat weight
- (b) Construction is optional except for what is given in (d,e)
- (c) The total weight of the seat shall not exceed 4.0 kg. unless it has been inspected and authorized by an official measurer and approved by the ICA Technical Committee.
- (d) In addition to what is specified in D.3 any soft material that does not take up significant amounts of water.
- (e) A seat must be easily removable from the boat without the use of tools.
- (f) When the seat is placed in its position for sailing, the seat shall be located above the floorboard. A minor part of the seat may extend below the floorboard for purposes of holding the seat in position.

C.5.3 HEADSAIL BOOM

- (a) Conditions for the to be excluded from the boat weight
- (b) The total weight of the Headsail Boom shall not exceed 3.0 kg.
- (c) A Headsail Boom must be easily removable from the boat without the use of tools.
- (d) Manufacturer is optional
- (e) Materials are optional
- (f) Construction is optional
- (g) Fittings are optional
- (h) Dimensions are optional

Norlin OD Rules

C.6.1 WEIGHT

(a)

The weight of the boat in dry condition	minimum	maximum
	253 kg	254 kg

The weight of the boat in dry condition

The weight shall be taken including one jib and one mainsail and portable

equipment as listed in C.5.1 (a) and, portable equipment in C.5.2 (a)

The seat may be excluded if it fulfils the requirement according to D.6 (a,b,c,d,e,f).

The Headsail Boom may be excluded if it fulfils the requirement according to F6 (a,b,c,d,e,f,g,h)

(b) The horizontal distance between the balance point (centre of gravity) of the boat, when its baseline (waterline) is horizontal, and section 0 shall not be more than 1371mm or less than 1343mm. See also Section M

D.6 Seat

SEAT DEFINITION AND CONDITIONS

A Seat is defined as an apparatus intended to support the human body in a seated position while sailing. A seat must be above the floorboard and in the normal sitting position of the sailor. A seat may consist of a bottom and back. The seat bottom is used to support the human buttock. The seat back is used to support the human torso and upper back.

- (a) Seat excluded from the boat weight
- (b) Construction is optional except for what is given in (d,e)
- (c) The total weight of the seat shall not exceed 4.0 kg.
- (d) In addition to what is specified in D.3 any soft material that does not take up significant amounts of water.
- (e) A seat must be easily removable from the boat without the use of tools. A seat may weigh no more than 4.0kg unless it has been inspected and authorized by an official measurer and approved by the ICA Technical Committee.
- (f) When the seat is placed in its position for sailing, the seat shall be located above the floorboard. A minor part of the seat may extend below the floorboard for purposes of holding the seat in position.

F.6 HEADSAIL BOOM

- (a) Conditions for the to be excluded from the boat weight
- (b) The total weight of the Headsail Boom shall not exceed 3.0 kg.
- (c) A Headsail Boom must be easily removable from the boat without the use of tools.
- (d) Manufacturer is optional
- (e) Materials are optional
- (f) Construction is optional
- (g) Fittings are optional
- (h) Dimensions are optional

French NCA:



Levallois, Monday October 11th 2021

To whom it may concern,

The French 2.4mR NCA hereby confirms its proposal for a change to the constitution.

Rule 9 .6 (3) s hall now read-----

The Executive Committee s hall consist of the President, Vice-President, two (2) Directors , *the Treasurer* and the Secretary. Decisions s hall be made by a simple majority vote.

Rule 9 .6 (4) s hall now read-----

At an Executive Committee meeting, The Chairperson of the Technical Committee may participate as required. The role is advisory and non voting.

Justification for change :

In this modern age it is normal for the Treasurer to be a voting member of the board of any organization, corporate or amateur.

In our case, he or she is responsible for the timely collection of dues and the security of our considerable cash reserves and of our budgets.

We have financial transactions from all parts of the world.

Modern banking rules have become very demanding in recent years.

The ultimate responsibility for their compliance must lie with the EC.

The EC of course has the final responsibility for running the class.

Therefore, it follows that the treasurer must be part of that responsibility to the members.

Christophe Etorre
President



Loïc EONNET
Secretary



Association France 2.4 mR
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Dutch NCA:

Daar Mr.Ripley,

My name is Brugt Hoogland and i am the new secretary of the Dutch NCA. The other new membres are:

Maria Poiesz, Chairman ,maria.poiesz@gmail.com.

Brugt Hoogland. Secretaris,bhoogland@het.nl

Nico Foekema, treasury. Nico.foekema@gmail.com

Henk van Heuveln.match coördinator, hvanheuveln@gmail.com

Further we have an suggestion to change the text of the proposal for the meeting on 11_12 2021.

Rule 9.6 (3)

"The Executive Committee shall consist of the President, vice president, directors, treasurer and the secretary. Decisions shall be made by a simple majority vote "

Rule 9.6 (4)

" at an executive committee meeting the Chairman of the technical committee may participate as required. The role is advisory and non voting"

Best greetings, in behalf of the Dutch NCA,

Brugt Hoogland, secretary

United Kingdom NCA:

U.K. proposal for a change to The Constitution

Rule 9.6 (3) shall now read-----

The Executive Committee shall consist of the President, Vice-President, two (2) Directors, **the Treasurer and the Secretary. Decisions shall be made by a simple majority vote.**

Rule 9.6 (4) shall now read-----

At an Executive Committee meeting, The Chairperson of the Technical Committee may participate as required. The role is advisory and non voting.

[Justification for change.](#)

In this modern age it is normal for the Treasurer to be a voting member of the board of any organisation, corporate or amateur.

In our case, he or she is responsible for the timely collection of dues and the security of our considerable cash reserves and of our budgets.

We have financial transactions from all parts of the world.
Modern banking rules have become very demanding in recent years.
The ultimate responsibility for their compliance must lie with the EC.
The EC of course has the final responsibility for running the class.
Therefore it follows that the treasurer must be part of that responsibility to the members.

Kate Hedley - U.K. 2.4 National Class Association Secretary