

NOTICE OF
EXTRAORDINARY GENERAL MEETING
OF THE
INTERNATIONAL NACRA 17 CLASS ASSOCIATION

In accordance with the International Nacra 17 Class Association Constitution, this Notice, dated June 7, 2017, gives 28 days' notice of an Extraordinary General Meeting of the Class. The meeting will be held on July 6, 2017 at 1600hrs Central European Time

The meeting shall be conducted electronically via internet and telephone. Register at the following link:
<https://zoom.us/j/672680141>

Immediately following the meeting, electronic voting will be opened and will remain opened for a period of 72 hours. Links for voting will be emailed to all members following the meeting.

SUBMISSIONS

There are 8 Class Rule Change submissions and 2 Class Policy Submissions up for decision.

These Class Rule change submissions are required to bring into effect the change to a Full Foiling configuration of the Nacra 17.

A debate on all points will be carried out via the online forum at:
<https://www.facebook.com/groups/138634719607835/>

SUBMISSION 1 – RUDDER RAKE

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Class Rule change:

Introduce new Rule C 8.3 (b) to read:

The rudder rake shall not be adjusted while racing.

Purpose

To fix the set up prior to racing for general safety and to set limits on crew work.

Question

Do you approve to adopt the proposed class rule change? (Yes/No)

SUBMISSIONS 2 – FOOT LOOPS

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Class Rule Change

Change class rule 7.1 (d) to read:

Three foot straps may be fitted to each hull, of which the aft one must be rear of the aft cross beam. The forward two foot straps must only be anchored to the hull using the anchor points built into the hulls as supplied.

and change C 7.1(e) (ii) to read:

to fit the rear foot strap astern of the rear cross beam.

Purpose

This rule means that the front two of the four foot straps can be replaced for a like item, but it cannot be moved as the internal anchors are built into the boat and there is no access point to create other anchors.

Question

Do you approve to adopt the proposed class rule change? (Yes/No)

SUBMISSION 3 – BOAT WEIGHT

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Rule Change

Change Class Rule 6.4 to read:

The weight of the boat in dry condition shall be minimum XXX kg with the aluminium mast.

The weight of the boat in dry condition shall be minimum XXX kg with the carbon fibre mast.

The weight shall be taken including: hull platform, mast, hull appendages, bowsprit and all equipment and rigging as listed in Appendix Section H and I, excluding: the tiller extension, mainsail and battens, jib and battens, gennaker and all portable equipment listed in C.5.1.

Change Class Rule 6.5(b) to read:

The total weight of such corrector weights shall not exceed XXX kg on a retrofitted boat and YYY kg on a the new carbon skinned boat.

Purpose of this Vote

The new boats have a higher weight than the older boats. The purpose here is to allow a reasonable range of corrector weights to be used on all new boats, and weigh-up the older boats to be within the same range as the new boats.

Question

Do you approve to adopt the proposed class rule change and approve for the Nacra 17 Class Executive to fill in the XXX and YYY with the suitable numbers once the correct weights can be determined? (Yes/No)

SUBMISSION 4 – DAGGERBOARD & RUDDER PACKING

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Rule Change

Delete sections

- C 7.1 (f)
- C 8.1 (d) and (e)

Purpose of this Vote

Teams will no longer be allowed to pack their daggerboard or rudder cases. They must use the as supplied cassettes for the daggerboards and the rudders as supplied.

Question

Do you approve to adopt the proposed class rule change? (Yes/No)

SUBMISSION 5 – DAGGERBOARD POSITION WHILE RACING

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Rule Change

Introduce new Rule C 8.3 (b)

Both centerboards shall be in the full down position whilst racing, with an exception being that they may be raised to clear the boat from becoming afoul of in water items, and should be immediately placed back into the full down position once becoming clear of in water items.

Purpose of this Vote

To simplify racing and reduce the physical effort for all teams, by keeping the centerboards in the full down position at all times.

Question

Do you approve to adopt the proposed class rule change? (Yes/No)

SUBMISSION 6 – REPAIRS APPROVAL BY TECHNICAL COMMITTEE

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Rule Change

Introduce new Rule C6.3 (c) to read:

Localized repairs to damaged hulls, mast, centerboards, rudder vertical, rudder horizontal may be undertaken. Any repair shall not be used to reinforce an existing part or add a function. Before any repair is attempted, the International Class Technical Committee, or if at an event the Event Measurer, shall be advised and approval sought to undertake the repair.

Introduce new Rule C7.3 (a) add (i)

Any repair shall not be used to reinforce an existing part or add a function. Before any repair is attempted, the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.

Purpose of this Vote

To ensure that all repair is required and conducted in a manner that does not lead to advantage for teams doing repairs.

Question

Do you approve to adopt the proposed class rule change? (Yes/No)

SUBMISSION 7 – CARRY OF AIR BOTTLE

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Rule Change

New Class Rule C.3.1 (c) to read:

One spare personal air supply of at least 80 litres shall be secured to the boat in a location, which is accessible when the boat is capsized.

Purpose of this Vote

For safety and in accordance with best practice at Americas Cup and GC32 events.

Question

Do you approve to adopt the proposed class rule change? (Yes/No)

SUBMISSION 8 – CHICKEN LINE

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Rule Change

Modify rule C 9.1 (e) to add the following at the end of the current rule:

The chicken line may be rigged in any manner the crew deems suitable so long as it does not perform any other function than aiding the support of a sailor.

Purpose of this Vote

To allow teams to rig the chicken lines to suit their needs.

Question

Do you approve to adopt the proposed class rule change? (Yes/No)

SUBMISSION 9 – HIGH SPEED RACING RULES

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Policy Change

Should we request that World Sailing grant the Nacra 17 International Class the right to race under the “High Speed Racing Rules”

Purpose of this Vote

These rules have been developed by other fast and typically foiling classes and may suit the style of racing better than the standard rules.

Question

Do you approve to adopt the proposed class policy change? (Yes/No)

SUBMISSION 10 – ENDORSE THE JIB ADVERTISING POLICY

Submitted by Marcus Spillane, President, on behalf of the Executive Committee

Proposed Policy Change

To adopt the following policy as an official class policy:

The Nacra 17 Class Association will seek to market the space on the jib of the Nacra 17 to sponsors of the class, class events, and other events. The class will issue the branding plan for the jibs 28 days prior to the first day of measurement of any event where branding is required.

To encourages and promotes both individual and national team sponsors, all International Nacra 17 sponsorship contracts will aim to have the restrictions listed below. A sailor may request to be excused from event branding of conflicting sponsors subject to the following:

The branding in question is part of the same category as the sailors personal, team, or MNA sponsor

The sailor will be placing the conflicting brand on their person, hull, or main sail, thus proving trueness of a conflicting sponsorship. Note: Other forms of proof of conflicting sponsorship will be deemed acceptable upon review by class management

The Sailors have notified the class management of the conflict 21 days prior to the first day of measurement of the event in question or have obtained a general waiver for the current year

In the case of all valid conflicts:

in place of the sponsor branding, the same space on the jib will be branded to the Event or Class as deemed appropriate by the class management. For example, a “nacra17.org” sticker.

Purpose of this Vote

To establish the ground rules on how the jib space of sailors is to be used.

Question

Do you approve to adopt the proposed class policy? (Yes/No)