

**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 December 14, 2018, gives the required 28 days notice, under the Constitution, of an Extraordinary General Meeting of the Class.

The meeting will be held on January 15, 2019 at 2100 hrs GMT +1.

The meeting shall be conducted via web conference and only members of the World Council shall be entitled to vote. Observers may be admitted. The vote will be conducted by electronic vote, which will be open for 48 hours after the call concludes.

Resolutions

There are 16 Special Resolutions and 2 Class Policy Changes.

The Special Resolutions deal with Class Rule Changes and, for clarity, under the Class Constitution, a 2/3 majority is required to pass. One has been withdrawn and moved to a Class Policy.

The existing Class Rules are marked up in each Special Resolution for ease of presentation.

Marcus Spillane

President

International Nacra 17 Class Association

Special Resolution 1: Administrative

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

- To update the headings in section C, as necessary, after approval of class rule changes. The result will present a consistent order of MODIFICATIONS, MAINTENANCE, REPAIRS, LIMITATIONS, DIMENSIONS and DEFINITIONS across BOAT, HULLS, HULL APPENDAGES, ASSEMBLED PLATFORM, RIG, SAILS.

And

- To do a few wording changes on safety equipment items of an administrative nature.

And

- To update the diagram in section J to be a foiling Nacra 17 instead of a C foil Nacra 17

RESOLUTION

Allow the head of the Technical Committee to update the Class Rules from an administrative point of view.

And

C. 3 PERSONAL EQUIPMENT

Amend to Read:

~~PERSONAL FLOATATION DEVICE~~

- (a) When racing both crew shall wear a **personal flotation device** to the minimum standard ISO 12402-5 (Level 50 Newtons), or USCG Type III, or ~~AUS PFD 1~~ AUS PFD 2, or EN 393, unless an alternative standard is prescribed in the Notice of Race.
- (b) The use of inflatable personal flotation devices is not permitted when racing.
- (c) Each crew member shall wear a helmet that shall be to the minimum standard EN1385 or EN1077, EN 966, ASTM 2040, or Snell S98-or equivalent with a brightly coloured region of at least 300 square centimetres of the exterior surface that can be seen from above the water with crew lying face down or face up in the water in a high visibility colour. When Flag T is flown by the Race Committee Rule C 3.1 (c) is suspended.

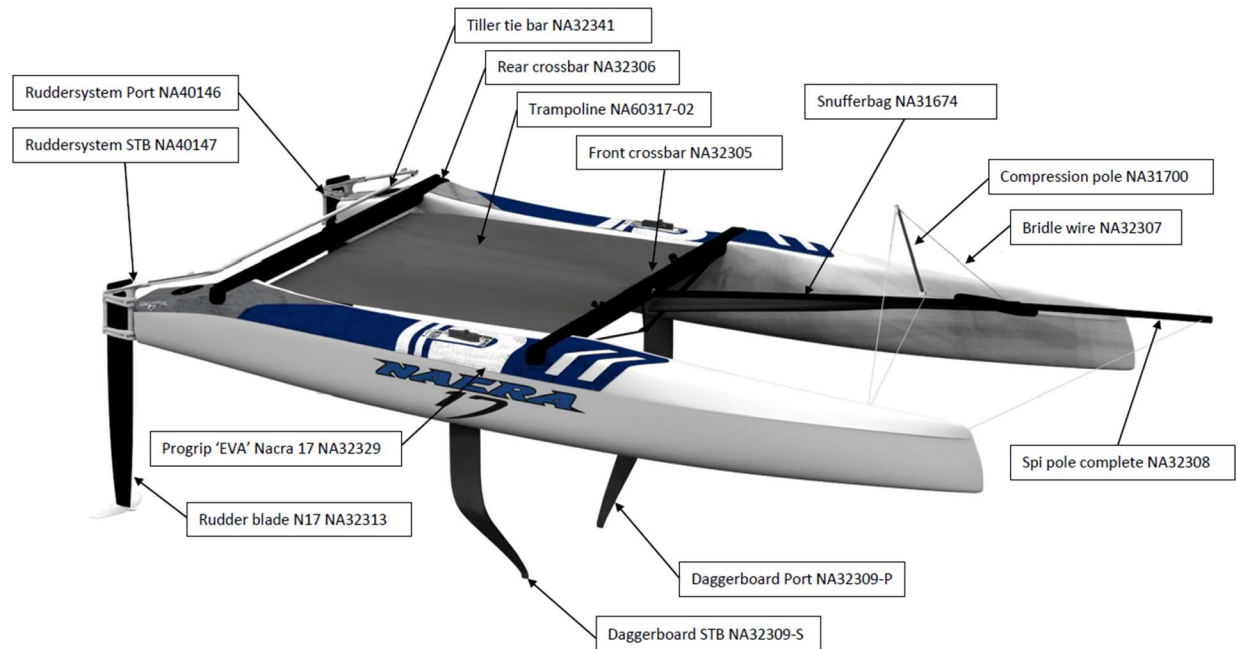
And

Section J- HULL DRAWINGS

To delete:

~~Existing drawing.~~

To Add:



REASONS

With extensive overhaul in some areas, administrivia tidying up is necessary.

Updated helmet codes which requires bright colors both on top and aft side of helmet.

Update PFD approval numbers

Updated Diagram

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 2: Mainsheet Attachment

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Update rule C.6.1 which restricts the use of attachment fittings of the mainsheet system to be more permissive.

RESOLUTION

C.6 Boat

C.6.1 MODIFICATIONS

~~e) Any block on the boat may be replaced with a block of the same number of sheaves with a sheave diameter tolerance as listed in appendix section H. With exception for the following:~~

~~(e) Any block or block system including their attachment fittings and other associated fittings if any, may be replaced with a block or block system of the same tolerances, material, dimensions, function and number of sheaves as the blocks and block systems listed in PART III- Appendices, with the following exceptions:~~

~~(1) The mainsheet system number of sheaves may be altered to achieve a maximum purchase of 12:1 and a minimum purchase of 10:1, only one ratchet block is allowed in the mainsheet system.~~

~~(2) The block on the jib track car may have a double sheave block or single sheave block to create a 2:1 purchase, as listed in appendix section I.~~

~~(3) The four supplied blocks for the Gennaker sheets, maybe changed to any type of block with a minimum sheave diameter of 38mm and a maximum of 60mm.~~

~~(f) The attachment fittings of the mainsheet blocks and block system from the strap on the sail and to the traveller car eye, may be replaced by attachment fittings of any length of ropes, shackles or other items and their combinations. Both ends of blocks and block systems including all attachment fittings, must remain in the straight line from the traveller car eye to the strap on the sail. Any other attachment of blocks may be replaced. Attachments for blocks shall be of substantially the same size and design as the attachments to blocks listed in PART III- Appendices.~~

~~(f) Any attachment of blocks may be replaced. Attachments for blocks shall be of substantially the same size and design as the original.~~

C.10.8 RUNNING RIGGING

(a) MODIFICATION, MAINTENANCE AND REPAIR.

To delete:

~~(4) A shackle or snap shackle may be fitted at the end of the main sheet where it attaches the mainsail~~

REASONS

This is the change we've been adding to our NOR's since the Europeans 2017, so that all teams can use their preferred mainsheet systems.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 3: Add Paints to Hull Appendages REPAIR

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Rule Amendment- C.8 HULL APPENDAGES C.8.2 REPAIR

To add the approved paints legal for re-coating of boards to REPAIR section and delete from MAINTENANCE. These changes are complementary to Special Resolution 18 Definitions. Any coating and re-coating of hull appendages now requires approval.

RESOLUTION:

~~C.8.2—repair~~

~~(a) In the event of damage to any part of a hull appendage:~~

~~(i) Repairs to hull appendages require written approval of the IN17CA Technical Committee~~

C.8.2 REPAIR

(a) Repairs (As defined in Section A) for **hull appendages** require approval except repairs of small voids (chips and gouges) of ~10mmx10mm which may be carried without approval.

(b) All Repairs require the use of approved products:

i) The approved products for coating and recoating are:

PPG D8115 Deltron Progress Matt Clearcoat

PPG D8302 Deltron Progress UHS Hardener

PPG D8718 Deltron Medium Thinner

OR

Durepox High Performance Clear

Durepox Hardener

OR

Awlgrip clear G3005

Awlgrip Hardener G3010

Awlgripv Solvent T00003

ii) The use of any equivalent products for coating and recoating requires pre-approval.

REASONS:

EC recommends all painting and re-coating of hull appendages is to be considered REPAIR requiring the approval of the class Technical Committee. Painting or Coating maintenance is deleted from the MAINTENANCE section in Amendment 4. Nacra Sailing will be using Durepox paint from now on in their supplied equipment. The other items have already been approved by the Technical Committee for repainting. Adding each of these substances to the official rules increases transparency, and give teams from around the globe more options to source a paint locally.

Existing C.8.1 (c)

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 4: Update Wording for Maintenance and Modification of Daggerboards and Rudders

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Rule Amendment C.8.1 Maintenance and C.8.4 MODIFICATIONS

To update the wording about maintenance of boards for clarity of sailors and jurors and to delete coating and painting of appendages from the MAINTENANCE section and switch to the REPAIR section. These changes are complementary to Special Resolution 15 Definitions.

To move C.8.1 (c) (e) (f) (g) to C.8.4 MODIFICATIONS

RESOLUTION:

TO DELETE:

~~C.8.1 MAINTENANCE~~

- ~~(a) The outermost gelcoat surface of the **daggerboards** and **rudders** may be sanded, polished and cleaned with normal concentrations and quantities of detergents or similar materials for the purpose of maintenance~~
- ~~(a) The essential shape, characteristics and function of the original component shall not be affected.~~
- ~~(b) The approved products for refinishing are:
PPG D8115 Deltron Progress Matt Clearcoat
PPG D8302 Deltron Progress UHS Hardener
PPG D8718 Deltron Medium Thinner~~
- ~~— The use of any equivalent products requires pre-approval before refinishing from the IN17CA Technical Committee.~~
- ~~(b) Filling and blending of small voids (chips and gouges) of ~10mmx10mm may be carried without approval.~~
- ~~(c) The rope handle of the **daggerboard**, may be replaced by a rope obtained from any manufacturer or supplier with a maximum length of 600 mm.~~
- ~~(d) Small quantities of friction-reducing compounds (E.g. McLube or Teflon) may be applied only to the surfaces prior to racing, and solely for the purpose of reducing bearing friction while raising and lowering the hull appendages.~~
- ~~(e) Two bolt head voids created by joining the **rudder** to the elevator may be filled and faired.~~
- ~~(f) A void found between the **rudder** and the elevator may be filled and faired.~~
- ~~(g) The tiller extension may be replaced without any restrictions as to design and material.~~

~~C.8.4 MODIFICATIONS~~

~~The following items may be obtained from any manufacturer or supplier unless stated otherwise.~~

- ~~(a) The rudder pin (part number 40146) may be packed with washers.~~

- ~~(b) Rudder guides (rudder stock washer trailing edge: part number 324545) may be replaced with any part as long as it is disk shaped, can roll, and has a diameter of less than 30mm.~~
- ~~(c) The rudder clamps (quick release bicycle style clamp) may be replaced with other clamps. The replacement shall be manually removable on the water without requiring tools, have no protrusions in the vertical or forward direction, and add no function.~~

AMEND TO READ:

C.8.1 MAINTENANCE

Amend to read:

- (a) Maintenance (as defined in Section A) of appendages is permitted with the following exceptions:

For **daggerboards** and **rudders**:

- i) Coating (as defined in Section A) is not permitted unless as defined in the REPAIR section.
- ii) Sanding (as defined in Section A) is only permitted on the paint layer on the outermost sides of the appendages. Sanding of the internal carbon fibre or (opaque) factory filler is not permitted unless as defined in the REPAIR section.
- iii) Lubricating (as defined in Section A) is only permitted for the purpose of reducing bearing friction while raising and lowering the appendages.

REASONS:

This wording aligns these sections with new definitions in Section A, which make it clear that coating and re-coating is not MAINTENANCE. Administrative changes move some subsections to MODIFICATIONS from MAINTENANCE. The paint may be sanded, the carbon cannot. If a team need to do repairs, or needs to prep the carbon surface of the board for repainting, permission of the Technical Committee must be requested for pre-approval of the work.

And

A series of templates will be used at regattas, and boards must fit within the templates (large and small). Teams will be given the opportunity to ensure their boards fit within the templates, and, the class will have the ability to add templates as needed to ensure a much compliance and consistency as required.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 5: Hull MODIFICATION, MAINTENANCE and REPAIR

PROPOSAL

Rule Amendment C.7 Hull

To update and realign the wording about modification, repair, and maintenance of boards to clarity for sailors and officials.

RESOLUTION:

C.7 HULL

C.7.1 MODIFICATIONS

Amend to read:

The following items may be obtained from any manufacturer or supplier unless stated otherwise

- (a) Additional non-skid tape may be applied to:
 - (i) the upper deck areas in front of the front cross beam
 - (ii) the rear cross beam
 - (iii) the upper deck areas behind the rear cross beam
 - (iv) the front cross beam
- (b) Wedges may be fitted under the rotation line clam-cleats.
- (c) Stand-up springs or boots may be fitted between the gennaker blocks and the eye- straps on the deck.
- (d) Four foot straps may be fitted to each **hull**, at least one of which, and no more than two, must be rear of the aft cross beam. The forward foot straps must only be anchored to the **hull** using the anchor points built into the **hulls** as supplied and/or anchored to the shroud base and/or anchored to the forward cross beam.
- ~~(e) No holes may be made in the **hull** or deck mouldings except;~~
- ~~(i) for the purpose making repairs~~
- ~~(ii) to fit the rear foot strap(s) astern of the rear cross beam.~~
- ~~(iii) to attach the deck eyes for the trapeze elastics.~~
- ~~(f) Spare number.~~
- ~~(g) Two deck eyes per hull may be fitted on the deck area between the beams for the sole purpose of routing the trapeze take up shockcord~~
- (e) Two deck eyes per hull may be fitted on the deck area between the beams for the sole purpose of routing the trapeze take up shockcord
- (f) The breather hole in the centre of the top hatch of each **hull** shall remain open. Shockcord may be led through the hole.
- (g) Replacement of non-skid 'pro-grip' (type: EVA Foam 3mm thickness) of the same type to the deck moulding is permitted. The pro-grip shall be supplied by Nacra licenced suppliers only.

C.7.2 MAINTENANCE

Delete and amend to read:

- ~~(a) The watertight integrity of the **hull** shall be maintained. Filling and blending of small voids (chips and gouges) of ~20mm x 20mm may be carried without approval.~~
- ~~(b) The breather hole in the centre of the top hatch of each **hull** shall remain open. Shoecord may be led through the hole.~~
- ~~(c) The outermost surfaces of the **hulls** may be polished and cleaned with normal concentrations and quantities of detergents or similar materials.~~

(a) Maintenance (As defined in Section A) for the **hull** is permitted.

C.7.3 REPAIR

Delete and amend to read:

- ~~(a) In the event of damage to any part of the **hull**:~~
 - ~~(i) Repairs to **hulls** require written approval of the IN17CA Technical Committee~~
 - ~~(b) Only composite repairs with E-glass laminate are permitted for the hull structure.~~
 - ~~(c) Replacement of non-skid 'pro-grip' (type: EVA Foam 3mm thickness) of the same type to the deck moulding is permitted. The pro-grip shall be supplied by Naera licenced suppliers only.~~
- (a) Repairs (As defined in Section A) for the **hull** require approval, except filling and blending of small voids (chips and gouges) of ~20mm x 20mm which may be carried without approval.

REASONS:

Updated wording to clarify the requirements and difference between hull modification, maintenance and hull repair.

Special Resolution 6: Rudder Guide

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To permit an additional option as the guide for the rudder.

RESOLUTION

C.8 HULL APPENDAGES

C.8.4 MODIFICATIONS

The following items may be obtained from any manufacturer or supplier unless stated otherwise.

- (a) The rudder pin (part number 40146) may be packed with washers.
- (b) Rudder guides (rudder stock washer trailing edge: part number 324545) may be replaced with any part as long as it is disk shaped, can roll, and has a diameter of less than 30mm **or a rectangle that is not more than 30mm x 30mm.**
- (c) The rudder clamps (quick release bicycle style clamp) may be replaced with other clamps. The replacement shall be manually removable on the water without requiring tools, have no protrusions in the vertical or forward direction, and add no function.
- (d) The rope handle of the daggerboard, may be replaced by a rope obtained from any manufacturer or supplier with a maximum length of 600 mm.
- (e) Two bolt head voids created by joining the **rudder** to the elevator may be filled and faired.
- (f) A void found between the **rudder** and the elevator may be filled and faired.
- (g) The tiller extension may be replaced without any restrictions as to design and material
- (h) **The rudder casting through which rudder blades are raised and lowered shall not be modified.**

REASONS

Using a rectangle will spread the load on the rudder more widely than a disk (circle). Part (h) makes clear.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 7: Tape

Submitted by Marcus Spillane, President, International Nacra17 Class Association

Moved to Class Policy Question 2 for trial period before adding to rules.

Special Resolution 8: Assembled Platform

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To update the rules to allow control of the running rigging of daggerboards to be lead as sailors see fit.

RESOLUTION

C.10 RIG

To amend to read:

C.10.8 RUNNING RIGGING

(b) USE

- (1) **Running rigging** shall be led through and attached to the fittings supplied for their function **with the following exception.**

The take-up and lacing of running rigging used to control daggerboard rake via the supplied worm drive may be changed from the building specification.

REASON:

This modification puts in place the wording to run their daggerboard running rigging as they see fit. This is how, in essence, we operated in the 2018 season, but closes a problem area with the rules and allows our us to operate this way legally into the future.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 9: Rule 42 Guidance

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To give on water umpires guidance on how to implement rule 42 for Nacra 17 Sailing.

RESOLUTION:

C.1.1 Rules

(b) RRS 42.3 is amended by adding the following:

Except on a beat to windward, when foiling is possible (sailing with the hull clear of the water for more than one boat length due to the effect of the hydrofoils), the boat's crew may pump the sails an unlimited number of times in order to initiate foiling.

REASONS:

These are the rules we have been racing under since the Europeans 2018. This gives guidance to jury not to try and penalize teams as you move fore and aft while sailing downwind for trim.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 10: Cut Protection

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To require all sailors to wear cut protection on the rear part of the lower leg.

RESOLUTION

C. 3 PERSONAL EQUIPMENT

Amend to Read:

(d) Each crew member may wear body protection. If the body protection also acts as a personal flotation device it shall comply with Class Rule 3.1 (a).

In addition, each crew member shall, at minimum, wear commercially available cut resistant clothing between the bottom of the knee to medial ankle bone, on the calf (back) half of the leg.

REASONS

Each of the three major injuries while Nacra 17 Foiling has been an extensive cut to the rear part of the crews leg. Therefore, we should require cut protection to be worn to reduce the risk of serious injury.

The class is working with a supplier on one cut protection option, and others exist from marine technical clothing suppliers and from other industries.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 11: Standing Rigging

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To update the Section C.10.6 (a) Standing Rigging section of rules to add turnbuckle.

RESOLUTION

C.10.6 STANDING RIGGING

To amend to read:

(a) MODIFICATION, MAINTENANCE AND REPAIR.

The following items may be obtained from any manufacturer or supplier unless stated otherwise.

- (1) **Standing rigging** may be replaced and shall comply with Appendix [Section I](#)
- (2) The stay adjusters of the **forestay** and **shrouds** may be replaced by a turnbuckle of the following manufactures:
 - Sta/Master PAT. 8,281,080
 - Ronstan Calibrated Turnbuckles RF1575
 - NavTec Quickfit lifeline Turnbuckle 316
 - Blue Wave Spanner (Mono race tuning – MRT- Calibrated AISI 316.
 - C.S. Johnson 12-100 Stay Adjuster – Calibrated.
 - [Blue Wave QRT19014](#)

The IN17CA Technical Committee may approve the use of turnbuckle products from other manufacturers.

- (3) The **shrouds** and **forestay** terminal wire connectors shall be a fitting from any manufacturer in the same position as the standard fitting and substantially of the same size, weight and structural design.
- (4) The ring of the Jib Halyard Locking system shall be in the same position as on the standard forestay, of the same size and structural design, with the exception; the ring of the locking system may be fitted to the forestay by rope.
- (5) Carbon tubes or other similar cylindrical covers of up to 20 cm in length may be used to cover shroud turnbuckles and chainplates.

REASON

Updating and combing the first three sections of this area of the rules and adding transparency around the turnbuckles that have been allowed.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Resolution 12: PART III – APPENDICES - Section I Rigging List

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Add running rigging block system that have been approved via World Sailing interpretation.

RESOLUTION

Add:

Running Rigging

Mainsheet with splittail 1:10 [Harken GP block system part 2800](#)

Mainsheet with splittail 1:12 [Harken GP block system part 2800](#)

REASON

World Sailing has passed an interpretation that these block systems fit the definitions of our rules and they are therefore legal. This rule change bring transparency to our class rules.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 13: Front Cross Beam Curvature setting

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To reduce the range of allowable front beam set up by amending C.9.3 (a) DIMENSION- Front Cross Beam Curvature.

RESOLUTION:

C.9.3 DIMENSIONS

(a) Front Cross Beam Curvature

	Minimum	Maximum
Front cross beam curvature	<u>5 mm</u>	<u>9 mm</u>

Front cross beam curvature is the greatest distance taken at 90 degrees between:

- the highest point of the underside of the front cross beam, with the dolphin-striker tensioned, the front and rear cross beams bedded and tightened into their respective hulls, the platform assembled and shrouds without tension and;
- a straight line from the port and starboard bottom points of the cross beam at the intersection with the **hulls**, ~~with taken at 90 degrees to the straight line with the dolphin-striker tensioned and platform assembled, the mast removed, and the front and rear cross beams bedded and tightened into their respective hulls.~~

REASONS:

The proposal amends the rule to fit into the range now stipulated by Nacra Sailing. Nacra Sailing has determined by engineering review that Front Cross Beam Curvature setting range is necessary to adhere to the design tolerance for this part. A conflict between the dimension stipulated in the Class rules and the Assembly Manual was recently discovered.

The previous range given in the Class rule was in error.

The resulting pre-bend dimension from this procedure measured from a straight line hull to hull under the bottom of the cross beam would be about half of the 15mm or 7mm. Unfortunately, the 15mm number was incorrectly inserted in the Class rule. NACRA is now stipulating a range for the Front Cross Beam Curvature of 5mm-9mm.

ERS wording conventions are added. The component name Beams is changed to Cross Beams, differentiating from the ERS defined term **Beam** (dimension).

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 14: Changing Equipment During a Regatta

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Update section C. to make clear that sailors must communicate with the Event Technical Committee during regattas if changes are necessary.

RESOLUTION

C.6 Boat

C.6.1 MODIFICATIONS

Any permitted modification in these rules carried after **Equipment Inspection** or at other times when rules require equipment compliance at an event shall require approval of the Event Technical Committee.

REASONS

While this is already the rule, it makes it totally clear that changes post inspection must be logged with the Event TC.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 15: Definitions

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Add new definitions to be applied to class rules across BOAT- MODIFICATIONS, MAINTENANCE AND REPAIR taken from Equipment Committee submission 120-18 WS Annual Conference as recommended by WS Technical Dept.

[https://www.sailing.org/tools/documents/12018EquipmentRulesofSailingNewDefinitionModificationMaintenanceandRepair-\[24310\].pdf](https://www.sailing.org/tools/documents/12018EquipmentRulesofSailingNewDefinitionModificationMaintenanceandRepair-[24310].pdf)

RESOLUTION

To add:

A.1.4 The following definitions apply:

BONDING

To fix in place with glues, resins, sealants or other similar chemical agents.

COATING

Application of an additional permanent layer or layers of a substance to a surface. This may require prior preparation of the surface which may involve sanding, etching, blasting, but not fairing.

SANDING

Removal of the outermost surface through use of an abrasive material with or without a lubricating agent, which does not alter the shape but may remove localised irregularities or textures in the surface. It may include polishing through the use of a cutting compound.

CLEANING

The application and subsequent removal of detergents or similar agents, the purpose of which is to remove residue on the surface.

FAIRING

The addition and/or removal of material to alter the shape.

LUBRICATING

The application of non-permanent friction reducing compound.

MODIFICATION

Work resulting in a change to the original condition.

MAINTENANCE

Work required to retain the original condition, compensating for normal wear and tear in order to achieve its maximum useful life. This includes preventive maintenance and may include coating, sanding, lubricating and cleaning, but shall exclude fairing and bonding, and exclude coating of hull appendages.

REPAIR

Corrective action, following unintended damage, required to restore the original condition. This may include coating, sanding, fairing and bonding.

REASONS

These definitions will be adopted by World Sailing from 2021-2024, and some of our rule book as above relies on these new definitions in order to be read correctly, but if we don't add the agreed definitions there might be some trouble with interpretations prior to 2021.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Resolution 16: Jib Halyard

Submitted by Alica Stuhlemmer (GER), Representative from Germany

PROPOSAL

Open up rule on jib halyard rigging

RESOLUTION

Delete:

C.11.4(c)

~~(i) The sail shall be hoisted on the Halyard. The Nacra licensed supplied arrangement shall permit hoisting and lowering of the sail while afloat.~~

Replace with

(i) "The sail shall be able to be hoisted and lowered afloat using no more than the supplied Nacra equipment."

REASON

1. Prevent the kite halyard from getting stuck in the hook.
2. Have a reliable system for lowering and hoisting the jib.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Class Policy 1: Updated Guidance to Manufacturer on Rudder Bearing

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To request Nacra Sailing update and trim the rudder bearings on all new sales, and modify existing rudder boxes for teams upon request.

Instead of adding the following rule to C.8.4, we should instead ask the Manufacturer to change the spec, and modify the existing stock to fit the new spec.

- (i) The rudder bearings, if extending outside the rudder cassette, may be trimmed only in the extended area to fit within the rudder cassette.

REASONS:

Instead of opening up another area for sailors to make modifications to the boat, we should aim for the boats to be supplied as sailor prefer. If it is still necessary for sailors to make their own modifications in the future, we can look at this as a rule at that time.

QUESTION:

Do you wish to approve this policy? Yes / NO

Class Policy 2: Tape

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To allow taping of the deck daggerboard bearings via the NORs, for regattas in January, February, and March, 2019, with the executive to decide on continuing to modify NoR after feedback from sailors and Nacra Sailing.

The NOR will modify the following class rules for the period above. In parallel, Nacra Sailing will attempt to engineer out this requirement from future bearings.

NOR Rule Modifications:

C. 6 BOAT

To add:

C.6.6 LIMITATIONS

(a) adhesive tape shall not be added to the boat at or below **floatation trim** except as otherwise permitted in C.7.1 (h).

C.7 HULL

C.7.1 MODIFICATIONS

- (f) One layer of adhesive teflon tape may be added to the inside angled surfaces of each daggerboard deck bearing and bottom bearing extending inside bearing openings, although not across flat surfaces of deck and bottom bearings outside each hull, and solely for the purpose of protecting the daggerboards from scratches while being lowered and raised. No other function is permitted.

Permitted adhesive teflon tape added to a daggerboard deck bearing and bottom bearing shall not interfere with lowering and raising the daggerboards while *racing*.

QUESTION:

Do you wish to approve this policy? Yes / NO