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 April 23, 2018, gives the required 28 days notice, under the Constitution, of an Extraordinary General Meeting of the Class.

The meeting will be held on May 21, 2018 at 1800 hrs Central European Standard Time (CEST), which for indicative purposes is 16:00 UTC and 0900 PDT.

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There is 1 Constitution change and 18 Special Resolutions, including one that is numbered but already withdrawn and two that are split into (a) and (b) sections. The Special Resolutions deal with Class Rule Changes and, for clarity, under the Class Constitution require a 2/3 majority to pass. One Class Policy Change is presented.

The existing Class Constitution, Class Rules, and Class Policy are marked up in each Special Resolution for ease of presentation. New Class Rules are detailed as appropriate.

Marcus Spillane

President

International Nacra 17 Class Association

Special Resolution 1(a): REPAIR AND MAINTENANCE

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To overhaul Class rules, section C, 'conditions for racing' for content and format. These rules are CLOSED CLASS RULES where if it does not specifically say that you may, THEN YOU SHALL NOT. Therefore, redundant references to approvals required in the rules are eliminated as necessary. Redundant references to NACRA which is already a member of the IN17CA Technical Committee, are removed. Approvals required, or limitations, if any, are raised as necessary.

RESOLUTION

Section C – Conditions for Racing

C.6 BOAT

~~The following is permitted without the approval of the NS. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.~~

C.6.1 MODIFICATIONS

(vii) Fasteners may be replaced or added if the function of the fitting or part is not altered and where required to facilitate a repair the fitting maybe modified to accommodate slightly larger fixings

C.6.3 REPAIR

(a) All repairs, which require approval, shall have written approval from the IN17CA Technical Committee at measurement@nacra17.org.

(b) If at an event, permission to undertake the repair during the event may be granted by the event Technical Committee and written confirmation shall be sought from the IN17CA Technical Committee after the event.

(c) Approval for any existing repair shall be sought and approval may be granted if the IN17CA Technical Committee is satisfied with the evidence and technical details.

~~(a) Maintenance may be carried out provided that the essential shape, characteristics and function of the original component are not affected.~~

~~(b) Fasteners may be replaced or added if the function of the fitting or part is not altered and where required to facilitate a repair the fitting maybe modified to accommodate slightly larger fixings.~~

~~(c) Localized repairs to damaged hulls, mast, daggerboards, 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.~~

C.7 HULL

~~The following is permitted without the approval of the NS. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.~~

C.7.2 MAINTENANCE

(a) The watertight integrity of the hull shall be maintained. Small voids (chips and gouges of +/- 10mm area) in a **hull** may be filled and blended in, otherwise see C.7.3 REPAIR. Maintenance shall not alter the essential shape, characteristics and function of the hull.

(b) The breather hole in the centre of the top hatch of each hull shall remain open. Shockcord 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

C.7.3 REPAIR

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

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

(ii) Repairs including localized repairs shall not alter the essential shape, characteristics and function of the original component. Any repair shall not be used to reinforce an existing part or add a function.

~~(i) before any repair is attempted, advise email measurement@nacra17.org, the International Class Technical Committee, or if at an event, the event measurer, shall be advised and approval sought to undertake the repair.~~

~~(ii) Necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected, it does not reinforce an existing part or add a function. (iii) Areas of damage repair may be filled, sanded and polished over.~~

(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 and ~~. The pro-grip~~ shall be supplied by Nacra licenced suppliers only.

C.7.4 LIMITATIONS

(a) Only one starboard hull and one port hull shall be used in an event, except when lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee or event Technical Committee.

C.8 HULL APPENDAGES

~~The following is permitted without the approval of the NS. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.~~

C.8.1 MAINTENANCE

(a) The outermost surfaces of the **daggerboards** and **rudders** may be sanded, polished and cleaned with normal concentrations and quantities of detergents or similar materials. Small voids (chips and gouges of +/- 10mm area) creating irregular leading and trailing edges of **hull appendages** may be filled and blended in. The essential shape, characteristics and function of the original component shall not be affected.

(b) Sanding maintenance of the outermost surfaces of **daggerboards**, **rudders** and elevators is permitted and shall be refinished with the prescribed items below. Use of any equivalent products, quantities and mixtures requires pre-approval before refinishing and shall be obtained from the Class Technical Committee measurement@nacra17.org.

PPG D8115 Deltron Progress Matt Clearcoat

PPG D8302 Deltron Progress UHS Hardener

PPG D8718 Deltron Medium Thinner

~~(b)~~ (c)The rope handle of the **daggerboard**, may be replaced by a different rope, with a maximum length of 600 mm.

~~(c)~~(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.

~~(d)~~ (e)Two bolt head voids created by joining the **rudder** to the elevator may be filled and faired.

~~(e)~~(f)A void found between the **rudder** and the elevator may be filled and faired.

~~(f)~~ (g)The tiller extension may be replaced without any restrictions as to design and material.

C.8.2 REPAIR

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

(b) Repairs including localized repairs shall not alter the essential shape, characteristics and function of the original component. Any repair shall not be used to reinforce an existing part or add a function.

(c) Nowhere is refinishing, fairing of hull appendage surfaces permitted except to facilitate localised maintenance and approved repairs in this rule. Painting is not mentioned therefore as these are closed Class rules it is prohibited.

~~(a) Repairs to chips in the leading and trailing edges of blades may be filled and blended in.~~

~~Advisory note: Nowhere is re-finishing, fairing of **hull appendage** surfaces permitted except to facilitate localised maintenance and approved repairs in this rule. Painting is not mentioned therefore as these are closed Class rule it is prohibited.~~

~~C.9 BEAMS~~ (note - see Special Resolution 4 for Beam Section renamed Cross Beams)

C.~~10~~. 9 RIG

~~The following is permitted without the approval of the NS unless stated otherwise i items mentioned in the section may be obtained from any manufacturer or supplier.~~

C.~~10~~ 9.2 MAINTENANCE ~~AND REPAIR~~

(a) Routine maintenance such as cleaning, polishing and the replacement of broken fittings is permitted.

C.9.2 REPAIRS

(a) in the event of damage to a RIG:

(i) Written approval of the IN17CA Technical Committee is required for repairs to spars, spreaders, and standing rigging. Approval of repairs to running rigging is not required.

(ii) Repairs including localized repairs shall not alter the essential shape, characteristics and function of the original component. Any repair shall not be used to reinforce an existing part or add a function.

REASONS

The Special Resolution 1 package of REPAIR and MAINTENANCE rule amendments are necessary to support a new concurrent Class rule permitting athlete self-refinishing of hull appendages after sanding maintenance. The existing rule does not mention athlete refinishing of foils therefore it is currently prohibited. The other amendments are largely administrative. More specifically, the proposed package of amendments:

- Use the terms NACRA and IN17CA Technical Committee and confirms the authority of the IN17CA Technical Committee to stipulate the terms of any approvals granted for REPAIRS in consultation and agreement with NACRA.
- Remove reference to daggerboard and rudder maintenance in C.6 **BOAT** C.6.3 "REPAIR" and properly add refinishing after maintenance of Hull Appendages to C.8.1 **HULL APPENDAGES** C.8.1 MAINTENANCE (a) (b) and other sections.
- Re-orders some paragraphs in Section C.7- C.11 to accommodate rule amendments and some new rules throughout each of the xx Special Resolutions presented, including new section C.7.5 Assembled Platform, and re-numbered and renamed C.7.5.1 CROSS BEAMS, confirming the Assembled Platform and Cross Beams include the deck and superstructure joining **hulls**- are part of the **hull** section (see ERS).

- Moves other C.6 references to REPAIRS including localized repairs of specific components and properly places them elsewhere in Section C. Hulls, Hull Appendages and Rig. Introduces RIG repairs subsection and requirement for prior approval of IN17CA Technical Committee and NACRA, not including running rigging.

Confirms NACRA is the only supplier for all types of "pro-grip".

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission.

Technical Committee Comments:

The TC supports this submission

Special Resolution 1(b): REPAIR AND MAINTENANCE

Submitted by Hugh Styles, Coach, GBR

PROPOSAL

Assuming Rule 1(a) passes, this is an amendment to expressly allow the use of solid, white paint, which would be a change from what special resolution 1(a) allows, which is clearcoats only.

RESOLUTION

C.8.1 MAINTENANCE

(a) The outermost surfaces of the **daggerboards** and **rudders** may be sanded, polished and cleaned with normal concentrations and quantities of detergents or similar materials. Small voids (chips and gouges of +/- 10mm area) creating irregular leading and trailing edges of **hull appendages** may be filled and blended in. The essential shape, characteristics and function of the original component shall not be affected.

(b) Sanding maintenance of the outermost surfaces of **daggerboards**, **rudders** and elevators is permitted and shall be refinished with the prescribed items below.

(c) Use of any equivalent products, including products in clearcoat or solid white, requires pre-approval before refinishing and shall be obtained from the Class Technical Committee measurement@nacra17.org.

PPG D8115 Deltron Progress Matt Clearcoat

PPG D8302 Deltron Progress UHS Hardener

PPG D8718 Deltron Medium Thinner

REASONS

Requiring only clearcoat leaves the colour the foils as black visually which is not the ideal color for two primary reasons:

a) It is difficult to see weeds and garbage on black foils, which means that teams find it difficult to spot things when they get stuck on the foils while racing. This can be a safety issue on a foiling boat.
b) The surface temperature of black foils while sitting in the sun can be substantially higher than with white foils, leading to degradation of the foils after extended exposure.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC wishes to the Class to reject this submission. Transparent paint is important for rule compliance.

Special Resolution 2(a): MAST RAKE AND FORESTAY CONTROL

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To redraft how the forestay measurement is taken, without intentionally changing the result on mast rake from the status quo and reposition Forestay Control in standing rigging where it belongs. Add two minor administrative changes.

RESOLUTION

C. 9 RIG

C. 9.3 FITTINGS

(a) USE

(1) Lower hole of the hounds shall be used to fit the forestay and shrouds. 14 Nacra 17 Class Rules 2017

(2) The middle and top hole of the hounds may be used to fit the trapeze wires.

(3) The trapeze wires may also be fitted through the upper terminal of the shrouds.

(4) Mechanical wind indicators may be used.

~~C.10.4 LIMITATIONS~~

C.9.4 LIMITATIONS

(a) Only one set of spars and standing rigging shall be used during an event, except when an item has been lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee or event Technical Committee.

C.9.5 STANDING RIGGING

(b) DIMENSIONS

(i) Forestay Control

The minimum distance measured along the foreside of the mast from the bottom cut of the carbon mast assembled and seated into the mast base to the forestay pin center location when the forestay and forestay fitting are both fully extended to a maximum range shall be 295mm.

(c) USE

(1) Standing rigging shall not be adjusted while *racing*.

C.9.6 RUNNING RIGGING

~~C.10.5 DIMENSIONS~~

~~(a) The forestay length is controlled by laying the forestay, including the chainplate or turnbuckle (C.10.7(a)(2)), along the forward face of the mast section and measuring the maximum extension possible of the forestay with the chainplate or turnbuckle. This distance shall be taken between the lower trimming line of the mast section and the bearing surface of the forestay pin and shall be a minimum of 295 mm.~~

~~C.10.6 FITTINGS~~

~~(a) Optional mechanical wind indicator~~

~~C.10.7 STANDING RIGGING~~

~~**(b) USE**~~

~~C.10.8 RUNNING RIGGING~~

REASON:

The intentions of existing rule can be unclear and requires clarification. This amendment proposal aims to clarify the intent of the existing rule without changing length of the forestay. A picture/ diagram will be added.

Existing rule C. 10.5 **RIG** DIMENSIONS together with the existing stipulated maximum forestay length found in C.10.7 (a) 1 and Appendix Section I, together control maximum mast rake. C.10.6 could be written more clearly and placed in Standing Rigging. It is recognized teams may be using less than maximum mast rake settings while *racing*.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission

Technical Committee Comments:

The TC Supports this submission

Special Resolution 2(b): MAST RAKE & FORESTAY CONTROL

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

This resolution proposes to modify the rule to allow mast rake up to 30mm longer than the previous and current rules allowed. This control allows masts to be raked back to the limit of what the manufacturer recommends.

RESOLUTION

C.~~10~~ 9 RIG

C.~~10~~.~~7~~ 9.5 STANDING RIGGING

(a) MODIFICATION, MAINTENANCE AND REPAIR.

(1) Standing rigging may be replaced and shall comply with the following:

Standing rigging		Size		Material	Associated Hardware	options or restrictions
	Qty	Length[1]	Diam.			
		Mm	mm			
Forestay	1	~~6250~~ 6280 (2)	4.0	Standard 1 x 19 stainless steel wire		±0.05 mm diam. wire and C.10.5 (a)
	1				Shrouds Chainplate	C.10.7(a)(2)
Bridle	2	-	-	Standard 1 x 19 stainless steel wire		Nacra Licensed suppliers only
	1				Bridle fitting NA31698	Nacra Licensed suppliers only
Shrouds	2	6810[2]	4.0	Standard 1 x 19 stainless steel wire		diam. ±0.05 mm.
	2				Sta/Master	C.10.7(a)(2)
Diamonds	2	6100[2]	4.0	Standard 1 x 19 stainless steel wire		diam. ±0.05 mm.
Bowsprit bridle	2	1475	2.5	Standard 1 x 19 stainless steel wire		diam. ±0.1 mm, length ± 5 mm
Bowsprit mid-bridle	2	1750[2]	3.0	Dyneema Sk75/80 or polyester		±0.2 mm diam.
Tramp lace rear	1	4300[2]	3.0	Dyneema Sk75/80 or polyester		±0.2 mm diam.
Tramp laces side	2	4000[2]	3.0	Dyneema Sk75/80 or polyester		±0.2 mm diam.
Trapeze lines	4	-	2.5	1 x 19 stainless steel wire	open, see C.10.8	±0.2 mm diam. Shall be either 1x19

			3.0	Dyneema Sk75/80 or polyester	(a)(1)	stainless steel wire, Dyneema sk75/80 or polyester or a combination.

(1) Length is the distance taken between the bearing surfaces of the rigging.

(2) Advisory length no tolerances apply.

(b) ~~USE~~ DIMENSIONS

(i) **Forestay** Control

The minimum distance measured along the foreside of the mast from the bottom cut of the carbon mast assembled and seated into the mast base to the forestay pin center location when the forestay and forestay fitting are both fully extended to a maximum range shall be 265mm.

(c) USE

(1) **Standing rigging** shall not be adjusted while *racing*.

REASONS

The amendment to C.9.5 (a) 1 and C 9.5(b) 1 gives teams the option to increase mast rake 30mm and change C.10.7 (a) 1 making the forestay length advisory (not mandatory) are offered by NACRA only in response to athlete ideas submitted after the 2017 World Championships to facilitate foiling upwind. NACRA is not pro-actively advocating this change. Additional proposed amendments re-order paragraphs and use ERS defined terms and conventions (forestay control falls specifically under **Standing Rigging** not generally under **RIG**) to clarify the intention of NACRA regarding the forestay control dimension. Additional amendments including changes to Appendix I Standing Rigging Forestay Length support resulting maximum mast rake.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission.

Technical Committee Comments:

The rule change is technically acceptable. The athlete members prefer to reject this submission and leave the forestay length as it is currently.

Special Resolution 3: Boat Weight

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Rule Amendment- C.6.4 Boat Weight

RESOLUTION:

C.6.4 WEIGHT

~~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.~~

The weight of the **boat** in dry condition shall be a minimum of 163 kg. The weight of the boat shall be taken including: **hulls**, the fully assembled platform, **hull appendages**, **rig** including **spars**, **spreaders**, **rigging**, and **fittings** except those not permanently fixed, and excluding the tiller extension, **sails** and all **portable equipment** listed in C.5.1. The compass bracket shall be included if permanently fixed.

C.6.5 CORRECTOR WEIGHTS

(a) **Corrector weights** of lead shall be securely fastened.(note to draft- this language and location will be updated and stipulated by NACRA, after voting)

(b) The total weight of such corrector weights shall not exceed 3kg for boats with original World Sailing / ISAF plaque number 336 or higher (newer) and shall not exceed 7 kg for a boats older (lower) than 336.

~~C.6.5 CORRECTOR WEIGHTS~~

~~(a) Corrector weights of lead shall be securely fastened to the outside on the starboard side from the middle of the front beam at the V-bar (dolphinstriker rod), when the boat weight is less than the minimum requirement.~~

~~(b) The total weight of such corrector weights shall not exceed 4 kg.~~

REASONS:

Boats were weighed in Palma at the 2018 Trofeo Princesca Sofia. The boats were weighed by Class International Measurers and the data was shared with the Class Technical Committee and World Sailing. An analysis of the weights is below.

Implementing the sailing weight of 163 kg will allow most teams to race at minimum weight. This weight is roughly 1 standard deviation above the average weight.

An alternative approach would be to set the weight at the average weight of 161.75 kg. The cost of moving to a higher weight than the average is that teams end up sailing at a higher weight than is possible, with a corresponding drop off in performance.

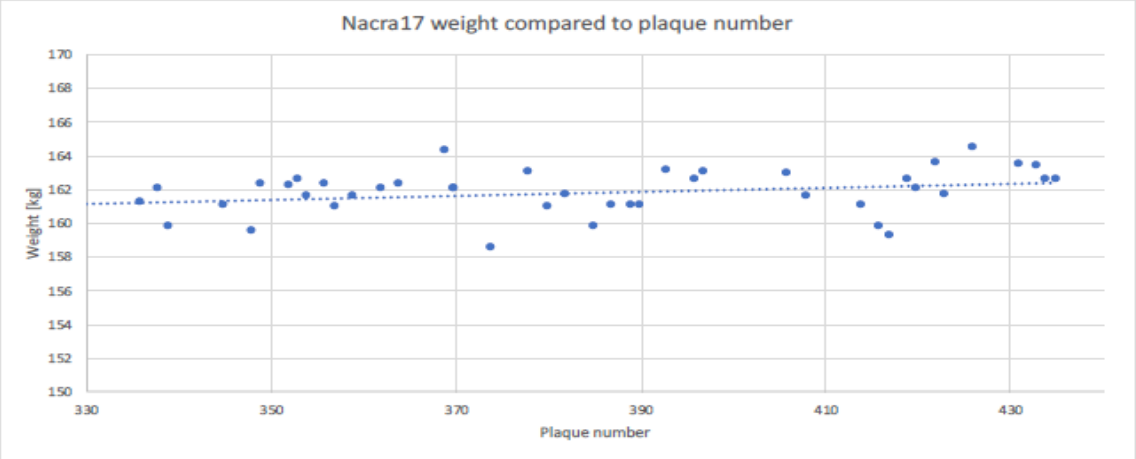
The benefit of having a weight higher than average is that:

- teams need not be so sensitive about the weight of the equipment they buy
- repaired and older equipment is likely to remain competitive for longer
- teams can rig their boats without as much concern for the weight of rigging.

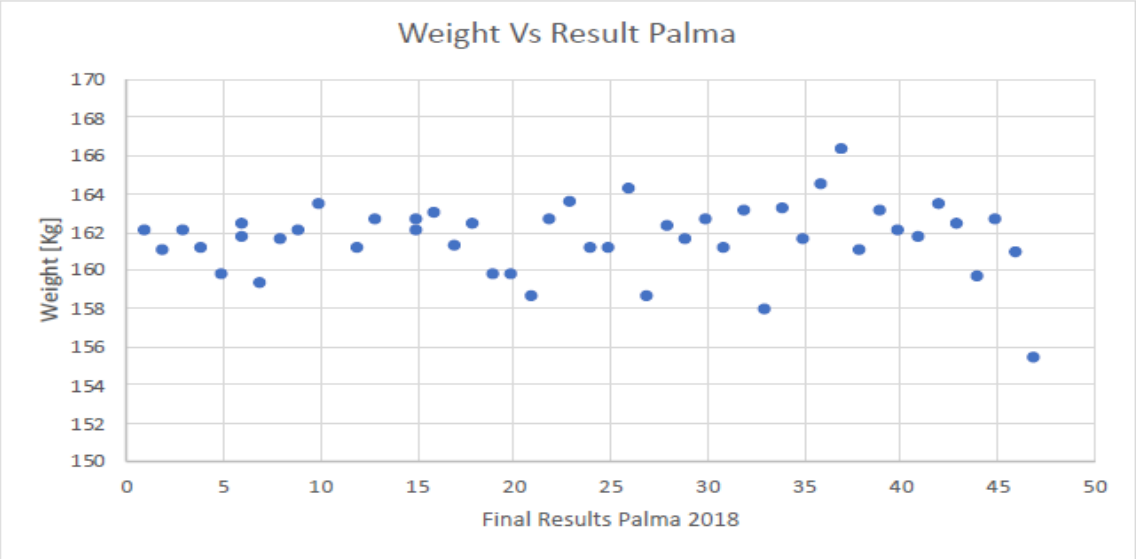
For the few teams that will end up being heavier than 163 kg, they are likely able to replace a single heavy part to get down to the minimum.

Weighing results from Palma

Complete sample
All boats: sample = 47
Weight average of sample = 161.55kg, STDV = 1.85kg
Expected weight range: 1 STDV → 159.70kg < Weight < 163.41kg
2 STDV → 157.85kg < Weight < 165.25kg
Removing retro-fits and repaired hulls and cases with claims of water in daggerboard/rudders
Removing from sample boats with claims of water in daggerboards or rudders: sample= 39
Weight average of sample = 161.76kg, STDV = 1.37kg
Expected weight range: 1 STDV → 160.39kg < Weight < 163.12kg
2 STDV → 159.03kg < Weight < 164.49kg
Removing boats with daggerboard/rudder repairs
Removing from sample boats with repairs in daggerboards or rudders: sample = 29
Weight average of sample = 161.77kg, STDV = 1.37kg
Expected weight range: 1 STDV → 160.40kg < Weight < 163.14kg
2 STDV → 159.03kg < Weight < 164.50kg



Weight compared with plaque number



Weight compared with event results

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission.

Technical Committee Comments:

The TC is split between wishing to aim for a lighter overall weight and accepting this weight is the simplest for the fleet to achieve.

Special Resolution 4: 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 (c) DIMENSION- Front Cross Beam Curvature. To reposition Front Cross Beam Curvature in C.7 Hull C.7.5 Assembled Platform where it belongs, and reorder subsection numbers.

RESOLUTION:

C.7.5 ASSEMBLED PLATFORM

~~C.9~~7.5.1 CROSS BEAMS

~~C.9 BEAMS The following is permitted without the approval of the NS. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.~~

~~C.9.1~~ C.7.5.1.1 MODIFICATIONS

(a) Jib sheet and Cunningham trim line retraction systems may be modified to make them continuous by the addition of one block per system per hull with a maximum sheave size of 22mm attached using rope and/or shock cord.

(b) Adjustment of the beam bolts bedding inside the beam extrusion and castings is prohibited and no filler may be applied.

(c) Beams may be bedded in on the hull and shall be able to be removed without damage to either the hull or beam. The bedding shall not change in any way, the shape or position of the hulls. (d) No additional holes may be made in the beam extrusions.

(e) 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 crew.

~~C.9.2~~ C.7.5.1.2 MAINTENANCE AND REPAIR

(a) Routine maintenance such as cleaning, polishing and the replacement of broken fittings is permitted.

(b) Beam bolts are Nacra licensed suppliers only.

(c) Any cleat or fittings may be replaced with a fitting of same type and manufacturer in the same position as the standard fitting and substantially of the same size and design.

(d) Any running block may be replaced with a block of the same number of sheaves with a sheave diameter tolerance as listed in appendix section I.

~~C.C.9.3 FITTINGS~~ C.7.5.1.3 DIMENSIONS

~~(a) USE~~ (a) Front Cross Beam Curvature

	Minimum	Maximum
Front cross beam curvature	5mm	9mm

Front cross beam curvature is the greatest distance between:

- the highest point of the underside of the front cross beam
- a straight line from the port and starboard bottom points of the cross beam at the intersection with the **hull** taken at 90° 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**. ~~cross beam horizontal and both crossbeams tightened into their beam beddings.~~

REASONS:

The proposal amends the rule to fit into the range now stipulated by NACRA. NACRA has determined that a new minimum and maximum Front Cross Beam Curvature setting range is necessary align with 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.

A review of the assembly manual and diagram on page 9 indicates the method to establish Front Cross Beam Curvature:

1. Release the tension on the nut located on top.
2. Release the tension on the nut located under the crossbar
3. Put grease on both nuts!
4. Measure 15mm from top crossbar to underside (top) nut, screw the nut under the crossbar until both nuts are tightened.

Fixing the pre-bend or curvature on the front cross beam in this way by measuring up 15mm from the top cross beam to the underside of the top nut, and then tightening the nut under the cross beam until both nuts are tightened, results in forces distributed on the boat as intended by NACRA. 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 4mm-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

Executive Committee Comments:

The EC supports this submission.

Technical Committee Comments:

The TC is split on this submission.

Special Resolution 5: ASSEMBLED PLATFORM GEOMETRY

Withdrawn

Special Resolution 6: Trampoline Webbing straps

Submitted by Helena Scutt, Sailor, USA

PROPOSAL
New Rule added to AMENDMENTS: C.7.5.2 Trampoline (a) MODIFICATIONS

RESOLUTION:

C.7.5.3 TRAMPOLINE

(a) MODIFICATIONS

(i) The two webbing straps sewn into the trampoline, approximately 30mm long that run parallel with the beams forward of the center of the trampoline, may be removed from the trampoline. They may be cut out and removed without removing the sewing, to avoid weakening or creating a puncture in the trampoline.

REASON:

Legacy webbing straps from c-foil boat dangerous and can catch fingers and equipment accidentally.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC Supports this submission

Technical Committee Comments:

The TC Supports this submission

Special Resolution 7: Part lll Appendices Update

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Rule Amendment: Part III Appendices: Section H and Section I Update and

REASON:

Special Resolution 5 includes a NACRA stipulated package of updates to its Manufactured Part List and Rigging List where highlighted in Yellow.

Section H: MANUFACTURED PART LIST

The following components shall comply with the building specification in force at the time of manufacture. As required, components shall have identification stickers attached by the builder at the time of manufacture or by the measurer:

Qty	Component	Associated Hardware	Iden. sticker	Ident. Nr.	Options or tolerances
					(Where no comment as per Class rules)
2	**Hull**		Required	Yes	Nacra Licensed suppliers only
2		Mast rotation cam-matic HK469			
2		Gennaker HK2135 57 mm			±3mm diam. sheave
1	**Front Cross beam**		Required	No	Nacra Licensed suppliers only
2		Gennaker sheet HK2636 40 mm			See C.6.2 (c)(3)
1		Tackline cheek HK233 22mm			±3mm diam. sheave
2		Jib cunningham/ HK415 16 mm			±3mm diam. sheave
1		Tack line cam-matic HK468			Harken licensed suppliers only
2		ClamCleat Jib cunningham CL268			
1		Tack line 16mm single HK442			±3mm diam. sheave
2		Jib sheet swivel base HK462			Harken licensed suppliers only
1		Jib track Car HK2700			Harken licensed suppliers only
1		Jib track			Nacra Licensed suppliers only
1	**Rear Cross Beam**		Required	No	Nacra Licensed suppliers only
1		Traveler track car HK2765			Harken licensed suppliers only
1		harken swivel base HK639NP			Harken licensed suppliers only
4		harken 29mm bullet sheave H160			Harken licensed suppliers only
2		chickenwire shockcord blocks			16 mm sheave ± 4 mm diam. sheave

1	**Mast**		Required	Yes	Nacra Licensed suppliers only
2		Cunningham sheave micro HK277			±3mm diam. sheave
1		Cunningham single HK348			±3mm diam. sheave
2		Cunningham Carbo Pivoting H395 or Spinlock PXR0206/VP			±3mm diam. sheave
1		Spi Halyard carbo Pivoting H2156			Harken licensed suppliers only
2		clamcleat cunningham CL211			
1		Mast rotation cam-matic HK469			
1		Eye-strap 16mm single HK442			±3mm diam. sheave
1	**Spreaders (6 components)**		Required	No	Nacra Licensed suppliers only
1	**Boom**		Required	No	Nacra Licensed suppliers only
1		Clamcleat Outhaul CL277			May be removed according to C.10.1(e)
1		Boom Gooseneck U-fitting			Nacra Licensed suppliers only
1	**Compression Post**		Required	No	Nacra Licensed suppliers only
1	**Trampoline**		Required	Yes	Nacra Licensed suppliers only
2		Spi Haylard guiders HK348			Open
1	**Bowsprit**		Required	No	Nacra Licensed suppliers only
1		Snuffer ring			Nacra Licensed suppliers only
1		Tackline stand-up HK349			±3mm diam. sheeve
1		Clamcleat jib carline CL211			
1		Jib sheet cheek blok HK416			±3mm diam. sheave
1		Jib cunningham cheek block HK416			±3mm diam. sheave
1	**Spi snuffer bag**		Required	Yes	Nacra Licensed suppliers only
2	**Daggerboard**		Required	Yes	Nacra Licensed suppliers only
2	**Rudderboard**		Required	Yes	Nacra Licensed suppliers only
2	**Ruddersystem**		none	no	Nacra Licensed suppliers only

Qty	Component	Associated Hardware	Iden. sticker	Ident. Nr.	Options or tolerances
1	**Tiller-bar**		Required	No	Nacra Licensed suppliers only
1	**Tiller extension**		None		
1	**Mainsail**		Required	Yes	Nacra Licensed suppliers only
		Light batten set (top 4 battens)	Required	No	Nacra Licensed suppliers only
		Medium batten complete set	Required	No	Nacra Licensed suppliers only

		Heavy batten set (top 4 battens)	Required	No	Nacra Licensed suppliers only
1	**Jib**		Required	Yes	Nacra Licensed suppliers only
		Standard batten set	Required	No	Nacra Licensed suppliers only
1	**Gennaker**		Required	Yes	Nacra Licensed suppliers only

Section I: RIGGING LIST

Running Rigging	Size			Associated Hardware/material	*Remark/tolerances*
	Qty	*length*	*diam.*		
		mm	mm		*(Where no comment as per Class rules)*
Mainsheet with splittail 1:10	**1**				
	1			HC 8454	±3 mm diam. sheave
	1			HC 7668	±3 mm diam. sheave
Mainsheet with splittail 1:12	**1**				
(optional)	1			HC 8454	±3 mm diam. sheave
	1			HC 7668 + HC2650	±3 mm diam. sheave
Gennaker Halyard core+cover	**1**				
Main Halyard	**1**		**5**		**±0.5 mm diam.**
	1			ring w/shackle	Nacra Licensed suppliers only
Jib Halyard	**1**				
	1			s-hook jib	Nacra Licensed suppliers only
Gennaker Sheet	**1**				
Gennaker Tackline	**1**				
	1			HK 348 29mm	
Main Downhaul purchase 1:8					
	2			HK 406 double 16 mm	±3mm diam. sheave
Main Downhaul purchase 1:2	**2**				
Jib sheet 1:3	**1**				
	1			HK 406 16mm (car block)	±3mm diam. sheave
	1			HK 348 29mm	±3mm diam. sheave
	1			Shackle	
Jib sheet 1:2 *(optional)*	**1**				
	1			HK 348 29mm (car block)	±3mm diam. sheave
Jib downhaul 1:2	**1**				
Spin block line	**1**				
	1			HK 348 29mm	±3mm diam. sheave
Spin Bale	**1**				
Rotation line	**1**				
	1			ring max. diameter 30mm	±5mm inside diam.
Spin tack release	**1**				

	1			ring max. diameter 30mm		±5mm inside diam.
Hiking strap tie	**3**					
Righting line	**1**	**4500**				**As per C.6.1(c)**
Gennaker clew take down line	**1**					

Running Rigging	Size			Material/Associated Hardware		*Options or tollerances*
	Qty	*length*	*diam*	*core*	*cover*	
	1			HK 348 29mm		±3mm diam. Sheave
Spinblock shockcord	**2**			**Shockcord**		
Spintack shockcord	1			**Shockcord**		
Front cross beam rigging						
Jibsheet trim 1:2	**1**					
	1			HK 348 29mm		±3mm diam. sheave
(optional)	2			HK 348 29 mm *(to lead Jibsheet backwards over deck)*		±3mm diam. sheave
Jib and Cunningham retraction system	2			HK 406 16 mm double		±3mm diam. sheave
(optional for continues)	2			HK 224 22mm *(running-block)*		±3mm diam. sheave **C.9.1 (a)**
shockcordblock line	**2**					
Retraction shockcord	**2**			**Shockcord**		
Trapeze shockcord	**1**			**Shockcord**		
Jib downhaul trim 1:2	**1**			-	-	
	1			HK 404 16 mm		±3mm diam. sheave
Rear cross beam rigging						
*(optional)***Chicken wire**	**2**					
	2			HK 404 16 mm		±3mm diam. sheave
(optional) **Retraction shockcord**	**1**					
(optional) **Shockcord block tie rope**	**2**					

Standing rigging		Size		Material	Associated Hardware	options or restrictions

	Qty	Length[1]	Diam.			
		mm	mm			
Forestay	1	6250	4.0	Standard 1 x 19 stainless steel wire		±0.05 mm diam. wire and C.10.5 (a)
	1				Shrouds Chainplate	C.10.7(a)(2)
Bridle	2	-	-	Standard 1 x 19 stainless steel wire		Nacra Licensed suppliers only
	1				Bridle fitting NA31698	Nacra Licensed suppliers only
Shrouds	2	6810[2]	4.0	Standard 1 x 19 stainless steel wire		diam. ±0.05 mm.
	2				Sta/Master	C.10.7(a)(2)
Diamonds	2	6100[2]	4.0	Standard 1 x 19 stainless steel wire		diam. ±0.05 mm.
Bowsprit bridle	2	1475	2.5	Standard 1 x 19 stainless steel wire		diam. ±0.1 mm, length ± 5 mm
Bowsprit mid-bridle	2	1750[2]	3.0	Dyneema Sk75/80 or polyester		±0.2 mm diam.
Tramp lace rear	1	4300[2]	3.0	Dyneema Sk75/80 or polyester		±0.2 mm diam.
Tramp laces side	2	4000[2]	3.0	Dyneema Sk75/80 or polyester		±0.2 mm diam.
Trapeze lines	4	-	2.5	1 x 19 stainless steel wire	open, see C.10.8 (a)(1)	±0.2 mm diam. Shall be either 1x19 stainless steel wire, Dyneema sk75/80 or polyester or a combination.
			3.0	Dyneema Sk75/80 or polyester		

[1] Length is the distance taken between the bearing surfaces of the rigging.
[2] Advisory length no tolerances apply.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

Technical Committee Comments:

The TC supports this submission.

Special Resolution 8: STANDING RIGGING

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Tidy up Rule Amendment: C.10.~~7~~ 6 (a) Standing Rigging

RESOLUTION

C.10.~~7~~6 STANDING RIGGING

(a) MODIFICATION, MAINTENANCE AND REPAIR.

(1) **Standing rigging** may be replaced and shall comply ~~with the following:~~ as specified in Appendix I.

REASON:

Special Resolution 7 includes a package of amendments, which delete the table which unnecessarily repeats the exact table in Part III Appendix I Rigging List, carries forward a re-ordering of paragraphs from Special Resolution xx.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission.

Technical Committee Comments:

The TC supports this submission.

Special Resolution 9: LIMITATION – OLDER BOATS

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

New Rule C.1.2 LIMITATIONS (c) Hull Numbers < 336

RESOLUTION:

Section C- Conditions for Racing

C.1 GENERAL

C.1.2 LIMITATIONS

(c) **Boats** with original World Sailing / ISAF plaque numbers lower than 336:

Starting in 2019 a team racing a **boat** with original World Sailing hull plaque number lower than (Older) 336 shall not be allowed to compete at Olympic games or in a Gold Fleet at a Class World Championship, excluding Junior World Championships. Any team qualifying for gold fleet at a Class World Championship in one of these **boats** will be assigned to silver fleet and scored as a silver fleet competitor. This limitation does not apply to events in 2018.

REASONS:

In elite competitions, like the Worlds and Olympics, it is necessary to go above and beyond typical measures to ensure the integrity of the one design nature of Nacra 17 Racing.

Upgraded boats are a helpful tool for teams to practice with, use as secondary boats, use at secondary competitions, or use in a World Championship but at a lower elite standard. To better ensure a level playing field, and to cut off an entire avenue of exploration for teams looking for an advantage, it is to the benefit of the Class to impose this strict, but manageable, limitation.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission.

Technical Committee Comments:

The TC is split on this submission.

Special Resolution 10: PERSONAL EQUIPMENT

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Amended rule: C.3 (a) to update Australian equivalent PFD to TYPE 2

New Rule: C.3 (f) new approved pealess whistle

New Rule C.3.1 (a) increase permitted weight of trapeze harness

Amended Rule C.3.

RESOLUTION:

C.3 PERSONAL EQUIPMENT

~~C.3.1 PERSONAL FLOATATION DEVICE~~

(a) When racing both crew shall wear a personal floatation device to the minimum standard ISO 12402-5 (Level 50 Newtons), or USCG Type III, 8 Nacra 17 Class Rules 2017 or AUS PFD 2~~1~~, or EN 393, unless an alternative standard is prescribed otherwise 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 or equivalent with at least 300 square centimeters of the exterior surface in a high visibility colour. When Flag T is flown by the Race Committee Rule C 3.1 (c) is suspended.

(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).

(e) Each crew member shall carry a cutting device with a blade length of no more than 150mm.

(f) Each crew member shall carry a pealess whistle

C.3.1 PERSONAL EQUIPMENT WEIGHT

(a) A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2.5 kilograms. This Class rule varies **RRS** 43.1 (b).

REASONS:

AUS PFD 2- Existing rule erroneously refers to AUS PFD 1 which is not equivalent to other standards noted in the rule. See Australian Govt Website

Pealess Whistle added for safety

Increase in permitted weight of trapeze harness includes new heavier Zhik harness which was found to be 2.3kg through testing at Palma event.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission.

Technical Committee Comments:

The TC is split on this submission, primarily with hopes of getting more data before settling on the number of 2.5kg. However, we know some harnesses are greater than 2kg, the current standard, and less than 2.5kg.

Special Resolution 11: USE OF NON-SKID TAPE

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Rule Amendment- C.7.1 (a) Non skid tape

RESOLUTION

C.7 HULL

C.7.1 MODIFICATIONS
(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

REASONS

Administrative rule amendment to clarify permitted use of non-skid tape around the front cross beam. It was never the intention to exclude the arear around the front cross beam.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission

Technical Committee Comments:

The TC supports this submission

Special Resolution 12: Hull Modification- permit Toothrack

Submitted by Helena Scutt, Sailor, USA

RESOLUTION

Rule Amendment- C.7 HULL C.7.1 MODIFICATIONS

(f) ~~Spare number.~~ A tooth rack of no more than 5 teeth or other equivalent tooth rack approved by the IN17CA Technical Committee and NACRA, may be fitted in replacement of the factory-provided camcleats for the control line that holds down the daggerboards. Additional holes shall not be drilled. *(i.e. use one of the existing camcleat holes)*

REASONS

The rope holding the daggerboard down slips in the camcleat, so the board always comes up in the trunk, increasing wear on the board and increasing play in a system. Play should be minimized for reliability and repeatability. Various types of rope have been tried but none cleat well enough.

In testing, the tooth rack works well because once you hook the splice onto it, it doesn't budge, so the board stays in place. No more need for the crew to recleat the line at every spare moment, e.g. between every practice race, line up, etc.

Example of a tooth rack:

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC has no opinion on the submission, but believes it is technically acceptable.

Technical Committee Comments:

This proposal was not reviewed by the Technical Committee.

Special Resolution 13: LUME Cube Light

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Class proposal to add mandatory light for safety.

RESOLUTION

Rule Amendment - **C.5 PORTABLE EQUIPMENT**

C. 5 PORTABLE EQUIPMENT

(a) A Lume cube light or similar light approved by the Class Technical Committee and NACRA must be mounted on the **Bowsprit**, port side at the Front Cross Beam in a manner and location that can be accessed with boat upright and also capsized while *racing*.

C.5.1 OPTIONAL

(a) Timing devices.

(b) One compass with bracket, which may include a timing device. If electronic, only a compass with heading, heading memory and timing functions is permitted.

(c) Spare parts and tools, removable for weighing.

(d) Camera recording equipment and attachments, where permitted by the Notice of Race and/or Sailing Instructions and removable for weighing.

REASONS

In a safety incident, attracting the attention of safety or other support vessels can become an urgent and important matter. One method to attract attention is through a visual signal.

A LUME cube light (or equivalent) is the most suitable approach to having teams carry a portable device that can be used to attract attention at a distance through light. https://www.lumecube.com/

Flares can be delicate to take care of, pose some hazards on their own, and are a challenge to transport in shipping containers and across some borders. A lume cube, as a very powerful light, provides most of the benefits of a flare without many of the drawbacks.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission

Technical Committee Comments:

Tom: No. I don't see the need to carry a light with us. Things can get stuck there and the mounting on the bowsprit must be solid (which would mean “heavy”) to survive a nose dive off the foils.

Special Resolution 14: Permit Rigging modifications

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

New Rule: Permit tube covers for shroud turnbuckles / chainplates

RESOLUTION

C.~~10~~ 9 RIG

C.~~10.7~~ 9.7 STANDING RIGGING

(a) MODIFICATIONS

(5) Carbon tube or other similar cylindrical covers of up to 20 cm in length may be used to cover shroud turnbuckles and chainplates.

REASON

The base of the shrouds can be abrasive to ropes and bodies. A tube can sit over top of the shroud base and protect this area. Taping can also solve the issue but it is claimed is that tape wears out each day.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC supports this submission

Technical Committee Comments:

The TC supports this submission

Resolution 15: Maximum Height of Daggerboards When R Flag is Flying

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Rule Modification: C.8.3 Limitations (d) - Permit raising of dagger boards when Flag R is flown.

C.8.3 LIMITATIONS

(a) Only one starboard daggerboard, one starboard rudder, one port daggerboard and one port rudder shall be used in an event, except when lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee or event Technical Committee.

(b) Rudder rake shall not be adjusted while racing.

(c) Both daggerboards shall be in the fully-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 fully-down position once becoming clear of in-water items. When Flag R is flown by the Race Committee Rule C8.3 (c) is suspended.

(d) When flag R is flying, boards shall not be raised higher than 230mm from the fully-down position, 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 a position no higher than 230mm from the fully-down position.

REASON

The boards are not designed to be sailed with the bend of the board above or engaged with the bottom bearing. By implementing a maximum height the board can be sailed at, we can be sure that we do not allow for racing outside of the design envelope of the boat.

This rule is intended to tidy up the previous rule addition of section (c). Whether teams wish for the flag R to be flown or not, we should adopt this rule so that if we ever do decide to allow the R flag, we are in the best position possible from a Class rules point of view.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

Technical Committee Comments:

The technical committee was not asked to comment on this proposal due to the late addition of this modification to the EGM.

Special Resolution 16: Washers to Pack Rudder Pin

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

New Rule: Permit sailors to pack the rudder pin with washers to reduce play.

RESOLUTION

C.8 HULL APPENDAGES

C.8.4 MODIFICATIONS

(a) Teams shall be allowed to pack the rudder pin, part number 40146, with washers.

REASONS

There is some play between the cast rudder box and the gudgeons, and it reduces wear and tear and decreases play if sailors can remove this play by adding washers to fill the space.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

Technical Committee Comments:

This special resolution was drafted too late for formal consideration by the technical committee

Special Resolution 17: Rudder Guides

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

New Rule: Permit sailors replace the rudder guides with guides that work better for them.

RESOLUTION

C.8 HULL APPENDAGES

C.8.4 MODIFICATIONS

(b) Teams shall be allowed to replace the rudder guides (rudder stock washer trailing edge : part number 324545) with any replacement part so long as that part is disk shaped, can roll, and has a diameter less than 30mm.

REASONS

The supplied rudder guides get damaged at times, and other times do not have the tight tolerances some sailors desire from this part. This rule change is meant to allow teams to set up their rudder boxes as they see fit and thereby be abel to have reproducible rudder angles each time they sail.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

Technical Committee Comments:

This special resolution was drafted too late for formal consideration by the technical committee

Special Resolution 18: Rudder Clamps

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

New Rule: Permit sailors replace the rudder clamps (bicycle clips) with equivalent function clamps.

RESOLUTION

C.8 HULL APPENDAGES

C.8.4 MODIFICATIONS

(b) Teams shall be allowed to replace the rudder claps (quick release bicycle style clamp) with other clamps so long as they are

- manually removable on the water and without tools
- have no protrusions in the vertical or forward direction
- add no other function than to secure the rudder in the rudder box

REASONS

The supplied rudder clamps get damaged and/or can break. This rule permits teams to install aftermarket clamps, either custom made or from other manufacturers, without allowing for clamps that require tools to adjust nor introduce safety problems.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

Technical Committee Comments:

This special resolution was drafted too late for formal consideration by the technical committee

Class Policy: When to Allow Raising of Daggerboards While Racing

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To adopt the following as a Nacra 17 race management policy

A Race Officer conducting foiling Nacra 17 races should raise the R flag, allowing competitors to race with their daggerboards raised if they wish, before or at the warning signal, when:

- wind conditions exceed a 15 knot average for more than 30 seconds or
- any gust to 20 knots,

within the 10 minutes prior to the warning signal.

REASONS

When boards are raised, the boats foil at a lower height from the water than when they are in the fully down position. This positioning, engages the hulls more frequently in keeping the boat level, and decreases the impact of nose dives and other more out of control behaviour of the boats.

Raising the boards should allow for a safer mode of sailing than in the full down position.

Should this policy change fail at the vote, the current policy of never raising the R flag will continue until the Class adopts a different policy.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Executive Committee Comments:

The EC is happy to leave this to members preference but notes that if the R flag becomes part of how we operate, Nacra Sailing will look at introducing a pin or other suitable rigging so teams can keep the boards up in a suitable manner for sailing.

Technical Committee Comments:

David: A facebook forum poll of members was conducted with a large majority rejecting the idea of ever raising Flag R.

Moana : NO : I absolutely don’t want this rule because it will be a total mess with the scratches on foils. We are doing a foiling boat now not a half foiling boat. I think with the wind and waves in Palma it was not so bad

Tom: Yes. We were testing it with other teams in heavy seastate. It makes life much easier and especially safer. The boat does not foil as high in this mode and therefore there is much less jumping and the stress for the material is less too. I just think is not safe to put them too high up, as the curve of the dagger may destroy the lower bearing if it s just in that position. But raising them 20-25cm is still good for the upwind and much safer for the downwinds in 20-25kn of wind and big chop.