NOTICE OF

SPECIAL GENERAL MEETING

OF THE

INTERNATIONAL Nacra 17 CLASS ASSOCIATION

In accordance with the International Nacra 17 Class Association Constitution, this Notice, dated August 6, 2021, gives greater than the required 28 days' notice of the Special General Meeting of the Class.

The meeting will be held on 20th of September, 2021, at 1700 hrs UTC (1900hrs in Thessaloniki, Greece)

The meeting shall be held jointly in person in Thessaloniki, Greece at the site of the European Champoinship and on the virtual platform Zoom. The meeting link will be sent closer to the date by email to the World Council representatives on file.

Resolutions

There is one topic on the agenda as an omnibus Special Resolution.

Any Special Resolutions deal with Class Rule Changes and, for clarity, under the Class Constitution, a 2/3 majority is required to pass.

Nathan Outteridge

President

International Nacra 17 Class Association

Special Resolution 1: To endorse the addition of an adjustable rudder rake system as a specification change and the associated class rules to support this updated specification

Submitted by Nathan Outteridge, President, International Nacra 17 Class Association

PROPOSAL

To endorse the specification change put forward by Nacra Sailing that adds the mechanisms and rules for sailors to adjust their rudder rake while racing. The features of the proposal are:

a) Sailors allowed to adjust while racing
b) Sailors allowed to adjust each side independently
c) Maximum and miminum limits of elevator angle to be put in place
d) Only the hardware supplied by Nacra Sailing may be used although the block, cleats and rope systems may be switched out by the sailors
e) Legacy hardware to remain class legal
f) Associated Class rule changes to weight of boat

Class Rule Changes:

1) Add new rule C.6.1(i)

    - The rake may be controlled separately for each **hull**. Any cleats and blocks on the **hulls** for the control of the adjustable rudder rake system may be replaced or added, however, the permitted location of these fittings shall be defined in D.2.1(d). Note, specification to be confirmed by Nacra Sailing.

2) Add new rule C.6.1(k)

    - The rope for the adjustable rudder rake system may be replaced with rope of a minimum diameter is 2.5 mm.

3) Amend rule C.6.4 so the minimum weight shall be 164 kg.

4) Add rule #TBD - The rudder rake shall have a maximum angle between the transom and the elevator of 91 degrees (1 degrees down from level), and the total range of angle change of the elevators is 3.5 degrees.

REASONS

The current class rules do not allow adjustment of the rudder rake during a race. This status has negative impacts to both the safety and performance of Nacra 17 Sailing.

The proposed system uses springs to hold forward the rudders. If a rudder hits a person or item in the water with sufficient force, these springs will provide some give, acting as somewhat of a shock absorber so long as the rudder is not in the full aft position. While the extent to how much safer such shock absorption will be is unknown, it is a change into a safer setup.

With the unadjustable setup, sailors have tended to aim at having as much up lift as they dare, to improve upwind performance, while then dealing with having too much lift downwind. This compromises on the control sailors might otherwise enjoy on the downwinds, and results in additional crashes than would otherwise occur. This hinders the overall safety environment while racing the boat.

With regard to performance, the lack of adjustment during racing means teams must set up their rake with both upwind and downwind in mind, likely compromising on each. Further, if the conditions change they are not able to ajust their rake to match the conditions. As such, Nacra 17 racing is rarely conducted in the setup sailors might wish to be in should they be unconstrained, and therefore the performance of the boat suffers.

These are the two primary reasons for supporting a change.

Secondarily, there are further choices available to us for for rulemaking if we do change to an adjustable system.

The rudder rake working party choose to prpose the following initial setup, though the items below could be changed over time as experience develops. One option would be to require common adjustment of the foils, meaning both rudders would move together and in parallel with each other. A second option is to allow independent adjustment. The rudder rake working party has suggested independent movement be allowed for the following of reasons:

a. Independent adjustment allows for windward downforce to in overpowered conditions. Windward downforce is the best way to mitigate any increase in crew weight that might become an advantage to the fleet if this change increases the amount of foiling time. In general, however, a wider range of crew sizes should be competitive with the independently adjusting system.
b. The boats will be sailed faster than if the foils were required to be adjusted in tandem.
c. Requiring rudders to be adjusted in tandem would be difficult to enforce, and therefore open to rulebreaking.
d. The downside of independent adjustment of the rudders is that the additional downforce may over-tax the mainsail, requiring a stronger mainsail be introduced to ensure suitable longevity exists from our sails. However, it is very likely our sails will be going to tender in the near future for a number of other reasons, so this is likely a good time to make the mainsails more durable in any case.

The system proposed by Nacra Sailing weighs between 500-700g. We, therefore, decided to increase the sailing weight of the Nacra 17 by 1KG, as at the last Worlds a few too many teams were over the weight limit and the amount of corrector teams were carrying was not very much. We opted not to increase the maximum amount of corrector weight a team could carry as, based on data at events, teams should not need that amount increased.

If the Nacra 17 fleet approves the changes, the rules would come into place on December 1, 2021. This would be after the 2021 World Championship. Nacra Sailing will have a few weeks to produce the new equipment and ship it to the fleet. New boats would come supplied with the new equipment, while legacy equipment will be able to buy and retrofit their boats should they wish to.

The expected retail price of the system, including all hardware but without rope is 600-700 euros per boat.

QUESTION:

Do you wish to approve Special Resolution 1? Yes / NO

Special Resolution 2: Allow Olympic Gennakers

Submitted by Emil Jarudd, SWE, International Nacra 17 Class Association

PROPOSAL

To allow the Olympic gennakers at all regattas.

RESOLUTION

To Delete current rule C.11.5(b)

~~LIMITATION Olympic national flag gennakers may be used for racing except in World Championship events.~~

REASONS

The construction technique used by Performance Sails has changed. The Olympic gennakers are now cut from white sail cloth that is dyed into the Olympic colors. There is no technical difference between the Olympic gennakers are regular gennakers, and therefore, there is no reason to restrict their use.

QUESTION:

Do you wish to approve this resolution? Yes / NO