

**NOTICE OF
ANNUAL GENERAL MEETING
OF THE
INTERNATIONAL NACRA 17 CLASS ASSOCIATION**

In accordance with the International Nacra 17 Class Association Constitution, this Notice, dated October 15, 2021, is notification of the Annual General Meeting of the Class.

The meeting will be held on November 13, 2021 at 2000hrs Oman Time.

The meeting shall be conducted at the meeting room in the Mussanah regatta hotel and only members of the World Council shall be entitled to vote.

Resolutions

There are 3 Ordinary Resolutions, 25 Special Resolutions and 1 Class Policy resolution.

Ordinary Resolutions and Class Policy resolutions require a simple majority to pass. The Special Resolutions deal with Class Rule Changes and, under the Class Constitution, a 2/3 majority is required to pass.

Nathan Outteridge

President

International Nacra 17 Class Association

Ordinary Resolution 1: To Elect Lisa Darmanin (AUS) as a Class Vice President

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

PROPOSAL

To re-elect Lisa Darmanin (GER) as a Class Vice President for a 2-year term beginning from the date of this 2021 AGM

REASONS

Lisa has served the class well and is willing to continue in this capacity.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 2: To elect ? as a Class President

Submitted by, International Nacra 17 Class Association

PROPOSAL

REASONS

Note, the President position is Vacant. The Executive will continue to seek a president for the class.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 3: To elect David Campbell James (GBR) as the Chief Financial Officer of the Class Association

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

PROPOSAL

To elect David Campbell James (GBR) as the Class CFO for a 2-year term beginning from the date of this 2021 AGM.

REASONS

David has served the Class well and is willing to continue in this capacity.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 1: Modify Rule A.5 to allow Variations

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

To ratify a rule passed under emergency Oct 2021.

RESOLUTION

Replace A.5 with the following

A.5 Class Rules Variations

A.5.1 At World, Continental or Regional Championships the Notice of Race and/or Sailing Instructions may vary the **class rules** only with the agreement of the International Nacra 17 Class Executive and World Sailing.

A.5.2 At National events the Notice of Race and Sailing Instructions may vary the **class rules** only with the agreement of the NCA and the MNA.

A.5.3 At any other class events, these **class rules** shall not be varied by the Notice of Race and Sailing Instructions.

REASONS

Allows rules to be changed in the NOR or SI where necessary.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 2: Modify Class Rule A.6 to be more accurate

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

To ratify a rule passed under emergency Oct 2021.

RESOLUTION

Replace A.6 with the following

A.6 Class Rules Changes

A.6.1 World Sailing Regulation 10.11 shall apply. In accordance with the IN17CA Constitution, changes to the **class rules** require the approval of World Sailing after their adoption by a two thirds majority vote of the members in a general meeting of the IN17CA.

REASONS

Clarifies the rules and combines the deleted A5 wording from Special Resolution 1.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 3: Update language used by the updated Equipment Rules of Sailing

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

RESOLUTION

To modify the rules to comply with the current ERS and to correct further errors of punctuation, grammar and capitalization from the rules under the proposal approved in Feb 2020.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 4: Update Rule 42 amendment

Submitted by Carlos De Beltran, Chief of the Technical Committee, International Nacra 17 Class Association

PROPOSAL

Modify rule C.1.1(b)

RESOLUTION

RRS 42.3(c)(2) is deleted and replaced by:

(2) except on a beat to windward, each sail may be pulled in any number of times to initiate foiling.

REASONS

The overall Racing Rules of Sailing were updated to allow a crew to pump sails to initiate foiling. Our class rules also permitted this, but not when on a beat. If we want to continue to limit pumping on the upwind, we should update the wording of our class rule.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 5: Clarify sanding of foils

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

To remove a contradiction regarding sanding of foils within our current rules.

RESOLUTION

To modify Rule C.8.2(a)(v) as follows

C.8.2(a) (iv) Sanding of the **foils** (elevators) ~~and the rudder blade (vertical)~~ and the top and bottom daggerboard bearings and rudder castings is not permitted as part of Maintenance, ~~except where permitted by Class Rule C.8.1(h).~~

REASON

The current rule is contradictory. Sanding of the rudder blade is permitted under C.8.2(a)(ii) which refers to the coating and is not permitted under C.8.2(a)(iii) which refers to the carbon. Furthermore, sanding the aft 10 mm of the elevators and rudder blade is a **modification** and does not need to be mentioned in a rule on **maintenance**.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 6: Reinforce Mainsail Seams

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

PROPOSAL

To permit limited amount of tape to be added to the mainsail to reinforce seams.

RESOLUTION

Modify rule C.6.1(b)

Adhesive tape may be applied above the **waterline**, except on **sails**.

Add rule C.11.3(a)(3) to read as follows:

Tape for the purpose of reinforcing the seams of the **mainsail** may be applied on the front half of the **sail** below batten number 6. The tape shall not be wider than 60mm or exceed 35mm above or below any seam.

REASONS

Mainsails frequently break at the seams due to high loads. Applying reinforcing tape to these seams may help the durability of the sails.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 7: Tiller Extension

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

RESOLUTION

To modify Rule C.8.1(a)(g)

The tiller extension may be replaced with tiller extensions of other ~~dimensions~~ diameters and materials.

REASON

Prevents expensive shaped extensions being developed and keeps costs down.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 8: Alternative Jib Halyard

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

PROPOSAL

Add rule C.10.8(a)(7) to read as follows:

The Jib Halyard system arrangement is optional except that it shall not include any purchase and may include splices, shackles or dogbones on the compression post.

REASONS

A continuous halyard can be used to lower and hoist the jib, with two spliced eyes. One to attach the jib using a strop, and the other to attach to the pole, also with a strop. This allows the load to either be taken by only one side of the halyard, or alternatively, to a fitting on the compression post. Teams will find it easier to hoist and lower the jib in any condition, and be able to apply the luff tension desired at all times.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 9: 2:1 on tack line

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

PROPOSAL

Add rule C.6.1(g)(iv) to read as follows:

The tack line may have a sheave added to create a 2:1 purchase.

REASONS

Adding a 2:1 purchase to the tack line will aid smaller crews in getting the tack line set fully with a single pull. Having it after the cleat does not add any new loads to the boat.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 10: Internal Communication

Submitted by Florian Trittel, ESP, International Nacra 17 Class Association

PROPOSAL

Add rule C.5.2(a) (viii) Bluetooth communication devices may be used providing communication is only between the crew. The following systems are permitted.

- BB talking

Other systems may be permitted on written approval of the N17 Technical Committee

RESOLUTION

Teams may use the BB takin' Bluetooth communication system to speak skipper to crew. The support boat of any team using a BB takin' system may not have a compatible communication system on their support boat any time while afloat on a race day. Additional equivalent systems may be added to this rule at the discretion of the technical committee, so long as they are commercially available, and have similar functionality as the BB takin' system.

REASONS

The Nacra 17 can be quite noisy while sailing, especially on windy days. Additionally, the teams do not always stand very close together. For both reasons, teams may need to shout to each other to communicate, which can cause unnecessary friction and challenging communication. The BB takin system is modestly priced, suitable for watersport, and highly functional in aiding communication between crew members.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 11: Rudder Bearing

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

PROPOSAL

Add rule C.? to read as follows

One rudder gasket per rudder stock may be altered with new holes, tape and/or spacer material, top or bottom, and shifted aft.

REASONS

Rudders are delivered with the pivot line without consistency. In order not to have to buy multiple rudders to find ones with the pivot line as the sailors wish, modification should be allowed.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 12: Restriction of Old Daggerboards and Rudders

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

RESOLUTION

Add Class Rule C.8.4(d)

Only **daggerboards** with Licensed Manufacturer's serial number higher than ZP/ZS 00789, and **rudders** with Licensed Manufacturer's serial number higher than T00639, shall be used at an Olympic Games.

REASONS

The pinnacle Event for the Nacra 17 Class requires confidence that all teams compete on an equal footing. As the older daggerboards and rudders are no longer available for teams to purchase, it would not be fair for some teams to be at a potential advantage by having such equipment, and therefore no teams should be allowed to use the old foils.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 13: Plastic Goosenecks

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

PROPOSAL

Add rule C.10.1(h) to read as follows

Plastic pieces or tape may be fit over the gooseneck to aid the cunningham 8:1 blocks sliding past.

REASONS

The Cunningham 8:1 blocks tend to snag on the gooseneck, either getting stuck or breaking/damaging the blocks. This can be solved by clever taping, but it would be better to allow a plastic piece.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 14: Carry Cutting Device

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

RESOLUTION.

To modify Rule C.3.1(a)(iii)

C.3.1(a)(iii) Each **crew** member shall carry a cutting device with a **covered** blade of a maximum length of 150 mm.

REASONS

For safety reasons this should be a covered blade.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 15: Sail Plan Drawing

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

Class rule C.11.4(a)(1) refers to the blue coloured panels on the sail plan drawing. These panels are no longer blue in Appendix K so we should remove this or make the panels blue again. Further, the drawing implies that No 8 is a batten when no No 8 batten exists.

RESOLUTION

To update Appendix K to match the rules and update for accuracy

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 16: 3:1 Jib downhaul

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

PROPOSAL

Add rule C.10.8(a) (7) to read as follows

Allow jib downhaul to be run around the spin pole and attach to the jib ring.

REASONS

Most of the fleet already uses 3:1, not knowing it is illegal.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 17: Additional Sailmaker

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

RESOLUTION

To seek out and approve a second sailmaker.

REASONS

To add some competition and an alternative to keep prices down

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 18: Adjustable Rudder Rake - Amendment

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

To amend the rule passed at the SGM 20th September 2021 that controls the maximum rudder rake.

RESOLUTION

Delete item 4 that controls the maximum rudder rake

REASON

This is a new system and sailors should be given the chance to find their “sweet spot”.
Limiting rules can be introduced later if it is found that too much rake is causing a problem.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 19: Adjustable Rudder Rake -

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

To add further rules needed to control the use of adjustable rudder rake systems.

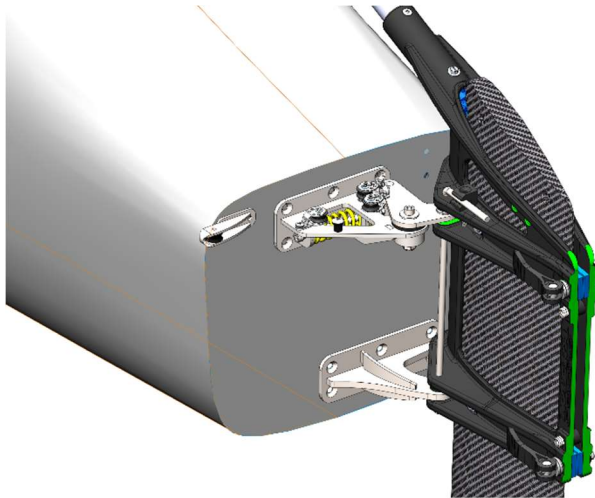
RESOLUTION

To add the following

D.2.1(d) Adjustable top rudder bearing and leading block

The NS Adjustable Rudder Rake System bearing and supplied leading block shall be fitted using the NS supplied template.

Either of the original fixed or updated adjustable rudder bearings are permitted.



REASON

To add a process to the rules that permits modifications to existing boats.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 20a: Update Forestay Dimension

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

To update Rule C.10.8(b)(1) to reflect the dimension intended by the rule.

RESOLUTION

To modify as follows

Current rule

(b) DIMENSIONS

The Forestay shall be placed along the foreside of the **mast** with the turnbuckle fully extended and just two threads of the swage left inside the turnbuckle housing. The distance from the lower end of the carbon section of the **mast** to the centre of the forestay pin shall be a minimum of 295 mm.

Proposed rule

(b) DIMENSIONS

The **forestay** shall be placed along the foreside of the **mast** with the turnbuckle fully extended and just two threads of the swage left inside the turnbuckle housing. The distance from the lower end of the carbon section of the **mast** to the centre of the forestay pin shall be a minimum of **265** mm

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 20b: Change basis of forestay restriction

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

The forestay rule is designed to control maximum rake such that the mast cannot come off the boats. As an alternative to Special Resolution 21a, write a new rule that specifically limits mast rake as many other parts can also affect the rake of the mast other than the forestay.

RESOLUTION

To modify Rule C.10.6(b)(1) DIMENSIONS as follows

The distance from the bearing surface of the main halyard shackle, when the halyard is locked into the racing position, to the centre of the outer beam bolt on the Rear Cross Beam of the hulls (averaged) shall not be less than the minimum length set. Provisionally the length is 9360 mm however further checks will be performed and the reference length and points may be adjusted before final addition to the class rules.

REASON

The forestay measurement is intended to control mast rake but due to the two hulled nature of the boat and the many other variables that can affect mast rake it is simpler to have a defined measurement. Some teams already use a similar measurement to determine the rake. This also allows mast rake to be checked in post-race inspection.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 21: Coatings on new Hull Appendages

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

Dagger boards and rudders from the new manufacturer are now supplied without any coating. The proposals below permits coating of the new appendages. The current rules do not allow an uncoated appendage to be coated as it is neither maintenance nor a repair. All appendages will probably need coating at some point as sanding to remove scratches can only take place on the paint layer and not on the carbon laminate. Consequently, the Technical Committee are reluctant to keep a record of what appendages are coated as this would be an onerous task.

There are three options.

RESOLUTION 1

To allow the new appendages to be coated without approval. This would also apply to subsequent coatings. Old appendages still have to request repair approval from the TC in order to re coat them.

New rule C.8.1(i)

Daggerboards with serial number XXX or later and **rudders** with serial number YYY or later may be **coated** without approval from IN17CA Technical Committee using one of the products specified in C.8.3.

RESOLUTION 2

The same as Proposal 1 except that unapproved coatings are limited to the first coat and subsequent coatings of the new appendages will need IN17TC approval for a repair as described in C.6.3.

New rule C.8.1(i)

Daggerboards with serial number XXX or later and **rudders** with serial number YYY or later, that have not previously been **coated**, may be **coated** without approval from IN17CA Technical Committee using one of the products specified in C.8.3.

RESOLUTION 3

To permit coating of new and existing appendages without IN17TC approval - Approval will still be needed for repairs. The current rule C.8.2(a)(i) can be deleted as coating is defined as part of maintenance.

New rule C.8.1(i)

Daggerboards and **rudders** may be **coated** using one of the products specified in C.8.3.

Delete current rule

C.8.2(a)(i) Coating is not permitted as part of Maintenance.

QUESTION:

Do you wish to approve resolution 1, 2 or 3?

Special Resolution 22: Remove Appendices

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

Where possible, to remove the Appendices by incorporating them into the rules.

REASON

The appendices are clumsy and confusing and can lead to contradictions and misunderstandings. Many of the tolerances of replacement equipment is based on the size of brand specific parts. If there are tolerances, then they should be within the rules and not require sailors to check catalogues to discover what is permitted.

The rest of the proposals below are all in line with this concept.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 23a: Main Sheet System

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

Following on from the WS interpretation prior to the Olympics on what is permitted, we should clarify the rule accordingly and remove any references from the Appendix.

RESOLUTION

To modify Rule C.6.1 (g) as follows:

Current rule

C.6.1 MODIFICATIONS

- (g) Blocks and block systems and associated fittings may be replaced with blocks or block systems that must comply with the number of sheaves, dimensions, tolerances and remarks as stated in PART III- Appendices, with the following exceptions:
 - (i) 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.

PART III – APPENDICES Section I: RIGGING LIST

Amend to modify

C.6.1 MODIFICATIONS

- (g) Unless otherwise stated, blocks and block systems and associated fittings may be replaced with blocks or block systems that must comply with the number of sheaves, dimensions, tolerances and remarks as stated in PART III- Appendices, with the following exceptions:
 - (ii) The mainsheet system may be replaced with one of the following configurations:
 - (1) The HC GP 2800 which shall contain 12 sheaves of 59 mm that shall only be replaced with sheaves of 59 mm diameter. The number of sheaves used shall result in purchase of 10:1, 11:1 or 12:1.
 - (2) Any system that contains 8 sheaves of 57 mm +/- 3 mm and 3 sheaves of 40 mm +/- 3 mm. An extra sheave of any diameter may be added to the lower blocks to achieve an 11:1 purchase and a further sheave of 40 mm +/- 3 mm diameter may be added to the upper blocks to achieve a 12:1 purchase.
- One sheave only may be a ratchet. No block or sheave covers are permitted with the exception of the complete HC GP 2800 system.

PART III – APPENDICES Section I: RIGGING LIST - deleted

REASONS.

The part numbers in the appendix are as supplied and to refer to a tolerance based on a part number is convoluted and can cause confusion. The new wording also permits an easy change of rule if sheaves size changes are proposed.

QUESTION: Do you wish to approve this resolution? Yes / NO

Special Resolution 23b: Main Sheet System

Submitted by Emil Järudd (SWE)

RESOLUTION

To modify Special Resolution 23a, amended as follows:

C.6.1(g)(i) The mainsheet system may be replaced with any system that results in 10:1, 11:1 or 12:1 purchase. The sheave sizes must be between 40 and 60 mm. The complete system must be led between the traveler car and mainsail webbing stop.

One sheave only may be a ratchet.

REASONS

Allows smaller blocks to be used and other systems as desired.

Option 1: No block or sheave covers are permitted with the exception of the complete HC GP 2800 system.

REASON - Maintains the use of the cover on the 2800

Option 2: No block or sheave covers are permitted.

REASON - Allows cheaper mainsheet systems to be used without the disadvantage of not having a cover which is supplied on the expensive systems.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Do you wish to approve option 1 or 2?

Special Resolution 24a: Block Restrictions

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

PROPOSAL

Remove appendix restrictions from red marked items in the appendix and add advisory instead.
Change blue to allow 20 mm sheave.

REASONS

The rules are unnecessarily strict regarding block and lead rings at the moment.
Most manufactures make 20 mm blocks and to prevent their use by have a strict tolerance to a Harken block

For example most of the fleet at the olympics did not comply with jib lead block restriction 29 mm +-3mm. There are too many restrictions. Easing these allows for better and cheaper solutions, less maintenance and better reliability.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 24b: Block Restrictions

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

PROPOSAL

Remove appendix restrictions from red marked items in the appendix and add advisory instead.
Change blue to allow 20 mm sheave.

REASONS

A less radical change than the previous proposal.

The rules are unnecessarily strict regarding block and lead rings at the moment. For example most of the fleet at the olympics did not comply with jib lead block restriction 29 mm \pm 3mm. There are too many restrictions. Easing these allows for better and cheaper solutions, less maintenance and better reliability.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 25: Remove appendix on standing rigging and place into rules

Submitted by Carlos De Beltran, on behalf of the Nacra 17 Class Technical Committee

PROPOSAL

It is a goal to remove the appendix of our rule book, to simplify the number of times a rule or part is referred to. This proposal moves the regulations regarding standing rigging into the main part of our rules.

RESOLUTION

Amend to modify C.10.6 as follows

C.10.6 STANDING RIGGING

(a) MODIFICATION, MAINTENANCE AND REPAIR.

1. **Standing rigging**, and associated fittings may be replaced with items that have essentially the same size and function, except for the following:
 - i. The **forestay** shall be replaced with 4 mm +/- 0.05 mm 1 x 19 stainless steel wire.
 - ii. The bowsprit bridle shall be replaced with 2.5mm +/- 0.1 mm 1 x 19 stainless steel wire and shall be 1475mm long +/- 5 mm.
 - iii. All other wire rigging shall be replaced with 3mm +/- 0.05 mm 1 x 19 stainless steel wire.
 - iv. The bridle and bridle fitting shall only be replaced with Nacra supplied parts.
 - v. **Trapeze** lines shall be replaced with 2.5mm +/- 0.2 mm 1 x 19 stainless steel wire or with SK70 (or higher) dyneema with minimum diameter of 3 mm.
 - vi. The bowsprit mid bridle, snuffer ring line and tramp rear and side lacing shall be SK70 (or higher) dyneema or polyester, or a combination, and have a minimum diameter of 3 mm.
- (2) The stay adjusters of the **forestay** may be replaced by a turnbuckle of the following manufactures:
Ronstan Calibrated Turnbuckles RF1575 or RF148104
Blue Wave Spanner (Mono race tuning – MRT- Calibrated AISI 316.
- (3) The stay adjusters of the **shrouds** may be replaced by a turnbuckle of the following manufactures:
Sta/Master PAT. 8,281,080
Ronstan Calibrated Turnbuckles RF1575 or RF148104
Blue Wave Spanner (Mono race tuning – MRT- Calibrated AISI 316.
NavTec Quickfit lifeline Turnbuckle 316
C.S. Johnson 12-100 Stay Adjuster – Calibrated.
Blue Wave QRT19014

Turnbuckles from other manufacturers may be used if pre-approved by the IN17CA Technical Committee in writing.

- (2) The **shrouds** and **forestay** terminal wire connectors may be replaced by fittings of substantially of the same size, weight and structural design.
- (3) The ring of the Jib Halyard Locking System shall be in the same position as on the standard forestay and of the same size and structural design, with the exception; the ring of the locking system may be fitted to the **forestay** by rope.
- (4) Carbon tubes or other similar cylindrical covers of up to 200mm in length may be used to cover shroud turnbuckles and chainplates.

Appendix 1 as above - Deleted

REASONS

Removing repeated information from the Appendix and adding it to the actual rule will aid clarity and reduce confusion.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Policy Resolution 1: Incentivize Early Registration

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

PROPOSAL

To charge 20 Euros for membership in January of each year, and then increase the charge to 30 Euros after January each year.

POLICY

The current policy is to charge 25 Euros per year any time a person signs up.

REASONS

The communication email list is based on the membership list, so when teams aren't members, it is difficult to communicate with the active sailors in a class. When sailors only sign up to become members immediately before our Championships, which is often late in the year, it makes communicating with sailors a challenge.

This policy should incentivize active sailors to sign up for membership earlier in the year.

QUESTION:

Do you wish to approve this policy? Yes / NO