

**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 4, 2023, is notification of the Annual General Meeting of the Class.

The meeting will be held on November 5th at 1900 Hours Vilamoura Time.

The meeting shall be conducted in a restaurant adjacent to the boat park in Vilamoura and only members of the World Council shall be entitled to vote.

Resolutions

There are 3 Ordinary Resolutions, 14 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.

Santiago Lange

President

International Nacra 17 Class Association

Ordinary Resolution 1: To Elect Emil Jarrudd (SWE) as a Class Vice President

Submitted by Santiago Lange, President, International Nacra 17 Class Association

PROPOSAL

To elect Emil Jarrudd (SWE) as a Class Vice President for a 2-year term beginning from the date of this 2023 AGM

REASONS

Emil was co-opted onto the executive when a vacancy was open, and has participated fully as a board member. He is also a committed member of the class.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 2: To elect Alistair Deaves as a Chairman of the Technical Committee

Submitted by Santiago Lange (ARG), International Nacra 17 Class Association

PROPOSAL

To elect Alistair Deaves (NZL) as a Chairman of the Technical Committee and Chief Measurer for a 2-year term beginning from the date of this 2023 AGM

REASONS

Alistair has been leading our IM team along with our updating of class documentation for the past number of years and has a track record of delivering excellence on the Technical front for our class.

The departing lead, Carlos De Beltran, is happy to step down from this role.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 3: To Elect David Campbell James (GBR) as a Class CFO

Submitted by Santiago Lange, President, International Nacra 17 Class Association

PROPOSAL

To re-elect David Campbell James (GBR) as a Class Vice President for a 2-year term beginning from the date of this 2023 AGM

REASONS

David has served the class well as PRO and CFO for years and is willing to continue in this capacity. He has a background in accounting and is therefore capable of financial oversight for the class.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 1: New Mainsail

Submitted by Peter Vink, President, International Nacra 17 Class Association

PROPOSAL

To allow Nacra Sailing to change the mainsail to an updated material. The class will also change its equipment rules to require new mainsails be used at World Championships, Olympic Games, World Cup regattas starting in 2027, Continental regattas starting in 2027, Continental championships, and the Test Event. The new sail would only be legal for racing from September 2024.

REASONS

The mainsail is the weakest point on the boat, requiring pre-repairs, repairs, and it is still inadequate for the demands of Nacra 17 sailing. The updated mainsail is expected to be ready to sail from the supplier, and last much longer than the current mainsail.

While old mainsails can be used in training and some racing, elite racing should be done in a strict one-design manner. As such, certain regattas should require the new mainsail to be used so the class remain strict one-design racing.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 2: New Jib

Submitted by Peter Vink, President, International Nacra 17 Class Association

PROPOSAL

To allow Nacra Sailing to change the jib to an updated material. The class will also change its equipment rules to require new mainsails be used at World Championships, Olympic Games, World Cup regattas starting in 2027, Continental regattas starting in 2027, Continental championships, and the Test Event. The new sail would only be legal for racing from September 2024.

REASONS

The mainsail selected could include a signature color for the class to help it stand out from other classes and boats. If a colored mainsail is adopted, it will look silly to use a white jib that does not match.

While old jibs can be used in training and some racing, elite regattas should include the class looking its best. As such, certain regattas should require the new jibs to be used so the class look is complete.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 3: Require Element 6 Daggerboards

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of World Sailing

PROPOSAL

To update the equipment rules to require Element 6 daggerboards be used at the 2028 Olympic Games.

REASONS

A detailed report was written by World Sailing, attached as addendum 1, showing much higher consistency in build geometry of the Element 6 daggerboards compared to the DNA built daggerboards. Already, the vast majority of top sailors are using the Element 6 daggerboards at elite competitions, so the requirement is more for completeness than necessity. With the change coming to the 2028 competition, teams can plan to upgrade their daggerboards in time for the next Olympics.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 4: Raise Racing Weight

Submitted by Peter Vink, Copyrights Holder, International Nacra 17 Class Association

PROPOSAL

To amend Class Rule C.6.4 to:

The weight of the **boat** in dry condition shall be a minimum of 16~~5~~**4** kg.

REASONS

Very few boats at the 2023 World Sailing Championships, and other Championships we have weighed boats at, end up being required to carry corrector weights. As such, lighter boats gain an advantage over heavy boats that could cause teams to buy additional equipment to race at a lower weight. If we raise the weight by 1kg, then roughly 40% of the fleet will carry corrector weights, and teams that remain over the minimum will be closer to the minimum weight.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 5: Test Event Status

Submitted by Santiago Lange, President, International Nacra 17 Class Association

PROPOSAL

A.5 CLASS RULES CHANGES

- A.5.1 At events RRS 87 applies. When the **class rule** permits a change by the Notice of Race or Sailing Instructions, no permission from the IN17CA is required. For all other **class rules**;
- a) At Olympic qualifiers **or Olympic Test Events**, world, continental or regional championships, the permission from the IN17CA will only be given with the approval of World Sailing.
 - b) At other events, the permission from the IN17CA will only be given with the approval of the MNA.

REASONS

So the Test Event mirrors the Olympics as closely as possible.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 6: Harness Rules

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Technical Committee

PROPOSAL

To add to the harness rule.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

(a) For Use:

- (i) When *racing*, each **crew** member shall wear a **personal flotation device** to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 2, or EN 393 or equivalent. Inflatable buoyancy vests are not permitted.
- (ii) Each **crew** member shall wear a helmet that shall be to the minimum standard EN1385, EN1077, EN 966, ASTM 2040, 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. When Flag T is flown by the Race Committee Rule C.3.1(ii) is suspended.
- (iii) Each **crew** member shall carry a cutting device with a covered blade of a maximum length of 150 mm.
- (iv) The maximum permitted weight of the trapeze harness shall be 2.4 kg. This changes RRS 50.1 (b).
- (v) Trapeze harnesses which are not of the quick release variety are permitted. This changes RRS 50.1(c).
- (vi) The trapeze harness shall have positive buoyancy in fresh water.

REASONS

To update our rules to the current standard of use around these topics and so they mirror the Equipment committee recommendations.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 7: Heart Rate Monitors

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Technical Committee

PROPOSAL

To permit the use of heart rate monitors

C.3.2. OPTIONAL

(a) For Use:

- (i) Each **crew** member may wear body protection. If the body protection also acts as a **personal flotation device**, it shall comply with class rule C.3.1(a)(i)
- (ii) **Heart rate monitors that provide no other function are permitted.**

REASONS

Many teams are using HRM and the technology is affordable and useful for many teams.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 8: Combine Two Current Rules

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Technical Committee

PROPOSAL

To combine the two rules on righting lines into one rule as a righting line is not portable equipment.

C.6.1 (e) **A righting line of minimum diameter of 5 mm and a minimum length of 4500 mm shall be fitted. The righting line shall be led under the trampoline with both ends fixed to the Front Cross Beam at either sides of the hulls and held under tension by the use of shockcord and rings**

REASONS

A better way to write a current rule

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 9: Clarify Hole Drilling

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Technical Committee

PROPOSAL

C.7.1 (f) Holes may be made in the **hull** or deck mouldings only in the following cases:

- (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 shockcords.
- (iv) **to attach fittings for the adjustable rudder rake control system in the permitted locations as defined by NS.**

REASONS

To add clarity to the way our rules are being interpreted anyways, so it's clear to all.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 10: Example of Moving Rules from Appendix to Main Ruleset

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Technical Committee

PROPOSAL

C.9.1(c) **'Chicken lines' of optional length and diameter** may be rigged in any manner the **crew** deems suitable providing it does not perform any other function than aiding the support of a **crew**.

Delete relevant row in the Appendices.

REASONS

We aim to remove the appendix so all rules live in the main ruleset for ease of reading and editing.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 11: Add Test Event

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Technical Committee

PROPOSAL

- C.11.3((b)(ii) In the International Nacra 17 Class World Championships (Excluding Junior World Championships), Continental Championships, **Olympic Test Events** and Sailing World Cup events, any helm or **crew** ever having placed in the top 25 at a Nacra 17 Class World Championship previously or having competed at the most recent Olympic Games shall use an IN17CA issued personal sail number between 1 – 99, which shall be renewed on an annual basis. Helms having *raced* at the previous Olympic Games, may use the number corresponding with their Olympic finish.
- C.11.3(d)(i) All teams when *racing* in the Nacra 17 World Championships, Continental Championships, **Olympic Test Events** and World Cup Series events shall display their national flag. The flag shall be placed on the port side of the **mainsail** between batten number 3 and batten number 4. Existing **mainsails** with national flags placed on the starboard side before 1st April 2021 are permitted.

REASONS

So we don't have to make exceptions for future Test Events.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 12: Wordsmithing and Typo correction

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Technical Committee

PROPOSAL

C.9.1(d) The two webbing straps sewn into the trampoline, approximately 300 mm long that run parallel with the Cross Beams forward of the centre 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.

Housekeeping. The straps are 300 mm long. We can probably just update during the process.

AND

C.9.1(g)ii The block on the jib track car may have a double sheave block or single sheave block of any diameter sheave. ~~to create a 2:1 purchase, as listed in Appendix Section I.~~

The size requirements for these blocks was deleted some time ago. A few boats had a small single block and were asked to change back to a 29 mm.

Appendix Delete requirement

AND

C.9.4(a) a straight line from the port and starboard lower points of the Front 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.

Clarifying this is the Front Cross Beam

AND

C.10.8(a)(8) The jib sheet turning block on a 3:1 system may be replaced with a block of any diameter sheave.

The rule is an error as the Appendix has no sizes for a either 3:1 or 2:1 system.

REASONS

To clean up our rules and avoid future confusion.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 13: Advertising

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Technical Committee

PROPOSAL

C.6.1(d) To facilitate advertising, the application of vinyl, mylar or other plastic film over the surfaces of the **hull (above the line of flotation trim), sails and spars** is permitted provided that the film shall not be specially textured or otherwise manufactured in a way that could improve the character of the flow of water or air inside the boundary layer.

REASONS

Should the application of vinyl be restricted to above the waterline?

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 14: Helmets

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of World Sailing

PROPOSAL

C.3.1(a)(ii) When Racing, each crew member shall wear a helmet to the minimum standard EN1385 or EN1077 or equivalent, with an area of at least 300 square centimetres of the exterior surface of one of the colours listed <<here / reference to colours>> or two contrasting colors of at least 300 square centimetres each. Color areas not big enough to contain a 5 cm diameter circle shall not count toward the 300 square centimetre requirement.

REASONS

This adds definition to brightly colors, but still leaves options for sailors to design their helmets as they wish to a certain extent. This is also meant to align with the Kites and IQFoil who are doing parallel submissions to align all the helmet rules.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Policy Resolution 1: Test Formats after Paris 2024

Submitted by Santiago Lange, President, International Nacra 17 Class Association on behalf of the Executive

PROPOSAL

To run the following formats between September 2024 and September 2026. At this time, our preferred Olympic format will be voted upon by SGM or AGM

Option 1 – Medal Race

Option 2 – Fleet Racing Finish

Option 3 – Tournament Finish

Option 4 – Additional Formats submitted to the Executive during this process should they be accepted.

REASONS

The Medal Race has been the race format since 2008. Since then, it has produced ‘exciting’ regatta conclusions about 60% of the time. The class and our partners, like World Sailing and some of the Classic regattas, increasingly producing video content to try attract fans to sailing. However, when our regattas are over by the time the filming starts, we are losing out on that potential to drive our sport forward.

The medal race concept was always a compromise. Umpiring the final races remains a vital component of a good finish, as concluding a regatta hours after departing the water in a jury room would be a step backward. However, the fleet size limit to 10 boats, was imposed to support that goal. With increased availability and cost efficiency of technology, it is viable to have more than 10 boats in a fleet race and still umpire suitably using a combination of GPS data and drone video footage. Therefore, our Olympic fleet size of 19 boats and gold fleets of 25-30 boats could be umpired.

The fleet race finish should be trialed as an option. While there are many times teams head out to the race course for a medal race and most of the positions have been determined. However, it is never the case that teams head out for three gold or Olympic races with the outcome set. As such, we should schedule 2 or 3 regular races on the final day and umpire them all. Broadcasting and umpiring are viable, and this is the most traditional way our fleet racing is conducted. Like golf, leads built up over time are respected, and the winning moments and winning moves can be shown to a viewing audience.

Also, like golf, a fleet racing finish might be seen as too time consuming and too slow to catch on with a wide sporting audience.

Other sports like Rugby 7's and 2020 Cricket have seen large commercial and Olympic success from adopting more telegenic friendly formats without completely compromising their sporting values.

A tournament finish is the best way for sailing to do the same.

Championship Conclusion – at our major championships, the gold fleet racing would be replaced by a 32-team tournament. A ranked bracket would be created, with 4 flights of 8 teams each. Each flight would race 3 races, low point scoring, with the top 4 teams advancing and the lower 4 teams sent to the repechage. The tournament progresses from the quarter finals, to semifinals to finals, all in the same manner. The finals would have 9 boats, as 1 teams from the repechage bracket gets a spot in the final, as a second chance option.

The final would take about 1h to complete, and would be a full display and test of fleet racing. Three races of nine boats with low point scoring and everything on the line. The high stakes may seem like a huge change for sailing, and that would translate directly to the fan experience and should be massively popular. Course options include boundaries or no boundaries. Scoring options include carrying places over from Qualifying, quarter finals, semifinals. So the final series could be a clean start or could include previous round finishes, we could try both.

QUESTION:

Do you wish to use Option 1, Medal Racing, between September 2024 and September 2026?

Yes / NO

Do you wish to use Option 2, Fleet Race Finish, between September 2024 and September 2026

Yes / NO

Do you wish to use Option 3, Tournament Finish, between September 2024 and September 2026

Yes / NO

Do you wish to use Option 4, Other Formats approved by the Executive, between September 2024 and September 2026 Yes / NO

All options with greater than 50% of the votes will be used in the time period.