

**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 May 2, 2025, is notification of the Annual General Meeting of the Class.

The meeting will be held on June 1st at 1800 Hours Greek time.

The meeting shall be conducted in the regatta clubhouse in Thessaloniki and only members of the World Council who are present at the meeting shall be entitled to vote.

Resolutions

There are 7 Ordinary 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.

Ben Remocker
Class Manager
International Nacra 17 Class Association

Special Resolution 1: Wording Updates to Class Rules

Submitted by Alistair Deaves, Chief Measurer, International Nacra 17 Class Association

PROPOSAL

See addendum 1 to this document to clean up numerous minor wording updates to the class rules.

REASONS

To move the class into updated wording used throughout the Equipment Rules of sailing, and for general clarity.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 2: Exclude DNA daggerboards from the 2028 Olympics

Submitted by Alistair Deaves, on request/behalf of World Sailing

Special Resolution 2:

Submitted by Alistair Deaves, on request/behalf of World Sailing

PROPOSAL

To add a rule to limit dagger-boards used at the LA28 Olympic Sailing Competition to those manufactured by Element 6.

REASONS

World Sailing wishes to raise the consistency of all manufacture one design equipment. The DNA and E6 boards have physically different geometries, and this is inconsistent with the standards WS wishes to have for all Olympic Events.

Further, new teams are unable to access DNA boards, leaving a potential advantage for older teams using legacy equipment that could lead to unfairness at the games.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 3:

Submitted by Gianluigi Ugolini (ITA)

PROPOSAL

C.6 HULL

C.6.1 MODIFICATIONS

(f) Any cleat including an integrated fairlead may be replaced with a cleat of similar size and design of any material, **except that (1) the cleat on the mainsheet traveller may be replaced with a cleat of a smaller size. New holes may be made in the attachment plate to facilitate a new cleat with different hole spacing or the attachment plate to the Cross Beam may be replaced to match the new cleat.**

REASONS

Give more options

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 4:

Submitted by Gianluigi Ugolini (ITA)

PROPOSAL

C.9 ASSEMBLED PLATFORM

C.9.1 MODIFICATIONS

(f) The two fore and aft full length webbing straps sewn into the trampoline outside the kick bar may be removed. The stitching may also be removed.

REASONS

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QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 5:

Submitted by Gianluigi Ugolini (ITA)

PROPOSAL

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS

(I) The alloy cleats on the tiller arms may be removed.

REASONS

These cleats are not necessary and ropes can get caught on them making the boat harder to sail. Depending on the discussion, perhaps Nacra Sailing can remove them from the spec to save a few \$\$\$

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 6:

Submitted by Gianluigi Ugolini (ITA)

PROPOSAL

To add a tightening range to the beam bolts to prevent over tightening.
(Rule to be developed)

REASONS

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QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 7: Booms and Tiller Bar from any manufacturer

Submitted by Kwinten Borghijs (BEL)

Changes in red to each section outlined below

INTRODUCTION.

Amend to add

- (a) *The boom and the tiller bar are measurement controlled.*
- (b) *Nacra 17 rigging shall only be manufactured by licenced manufacturers with the excpetion of booms, tiller bars and other rigging as specified in the class rules.*

Amendment 2

B.1 CLASS RULES

Amend to read

- B.1.1(b) have been manufacturerd by a Licensed Manufacturer, **unless otherwise specified within these class rules.**

Amendment 3

C.10 RIG

Amend to delete

C.10.1 MODIFICATIONS

- ~~(c) The boom outhaul clam-cleat CL277 fitting may be removed and the system may be modified to a rope only trim system.~~
- ~~(d) Two additional holes may be drilled with a maximum diameter of 8 mm in the boom outhaul end.~~

Amendment 4

E.3 MANUFACTURERS

Amend to read

E.3 MANUFACTURERS

The parts of Section E.1 **(except (g))** shall only be manufactured by Licensed Manufacturers.

The tiller bar may be made by anybody.

Amendment 5

Amend to add

E.6 TILLER BAR

E.6.1 MATERIALS

- (a) The tiller bar shall be made from aluminium alloy
- (b) The tiller bar shall be anodised

E.6.2 DIMENSIONS

	Min	Max
Diameter - external	24.8	25.2
Wall thickness	1.8	2.2
Weight of tiller bar (incl. fittings - excl. tiller extensions)	TBC	TBC

F.6.3 FITTINGS

- (a) Any fittings are permitted.

Amendment 6

E.4 IDENTIFICATION

Amend to delete

~~The tiller bar item (g) shall carry a Nacra Identification Sticker.~~

Amendment 7

F.2 MANUFACTURERS

Amend to read

F.2 MANUFACTURERS

The parts of Section F.1 (except (c)) shall only be manufactured by Licensed Manufacturers.

The **boom** may be made by anybody.

Amendment 8

Amend to read

Items (b), ~~(c)~~, (d), (e) and (f) shall carry Nacra Identification Stickers.

Amendment 9

Amend to add

F.5 BOOM

F.6.1 MATERIALS

- (a) The boom shall be made from aluminium alloy
- (b) The boom shall be anodised

F.5.2 DIMENSIONS

	Max	Min
Diameter	38.8	40.2
Wall thickness	1.8	2.2
Overall length	TBC	TBC
Weight	TBC	TBC

F.5.3 FITTINGS

- (a) Any fittings are permitted

REASONS

By changing to standard alloy tubing sizes for these parts, sailors will be able to buy replacement parts locally, saving shipping costs and likely saving versus the current retail price from Nacra Sailing.

These parts have a very slight impact on performance, if any, and therefore are reasonable to be supplied outside of the typically manufacture only supply arrangements.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Policy Resolution 1: Maximum Races Per day

Submitted by Ben Remocker, Class Manager

Proposal: To more clearly outline when to have four races in a day

Reason: The current policy is to allow 4 races per day, and this option is typically used every time we fall behind the schedule of 3 races per day.

The proposal is to clarify to all race managers when, if ever, we should be racing 4 races in a day.

Options:

- a) Reduce the maximum races to 3 races per day
- b) Leave the policy as is, but clarify that 4 races should be run every day we are not on our scheduled number of races
- c) Find some middle ground, something like, 4 races should only be run if the fleet is more than 1 race behind schedule, including any reserve days that are built into the regatta.

Reasoning:

The physical toll of Nacra 17 sailing is very demanding, and if we allow 4 races per day then that raises the physical requirements for all those involved. Which ever way the fleet decides, we should tighten up the wording so it's clear to all what will happen every day of a regatta.

Addendum 1: General Class Rule Wording Updates

PROPOSAL 1

Intentionally left blank.

PROPOSAL 2

C.1 GENERAL

C.1.1 RULES

- (a) RRS 49.1 is amended such that both members of the **crew** may use a **trapeze**.

Add to RRS 49.1; both **crew** must maintain contact between the ~~boat~~ **hull** and their body when using their **trapezes**.

Reason - the trapeze is always part of the **boat** and so contact with the boat is always maintained, which does not control the intent of the rule. The intent was to keep the body on the hull. (May need some extra words as in the 49er rule.)

PROPOSAL 3

Old

C.6.5 CORRECTOR WEIGHTS

- (a) When the **boat** weight is less than the minimum requirement, **corrector weights** of lead shall be attached to the inside of the dolphin striker (V Bar) at locations avoiding the intersection of the Front Cross Beam and the dolphin striker rod, but located close to the centreline of the bar. The location must allow the application of **event limitation marks** and allow visual inspections.

New

C.6.5 CORRECTOR WEIGHTS

- (a) When the **boat** weight is less than the minimum requirement, **corrector weights** of **any metal** shall be attached **to the top** of the dolphin striker (V Bar) and located close to the centreline of the **boat**. The location must allow the application of **event limitation marks** and allow visual inspections.

Reason - to simplify the wording for the location of the corrector weights.

PROPOSAL 4

C.7.1 MODIFICATIONS

- (c) Stand-up springs, **block end covers** or boots may be fitted between the gennaker blocks and the eye-straps on the deck.

Reason - to permit covers on the gennaker blocks and align the rules with common practice.

PROPOSAL 5

C.7.1 MODIFICATIONS

- (f) Holes may be made in the **hull** or deck mouldings only in the following cases:
 - (i) for the purpose of 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 in the locations defined by NS.
 - (v) **where otherwise permitted by the class rules.**

Reason - to permit holes to be made in the **hull** when otherwise permitted. E.g hatch covers, beam end caps

PROPOSAL 6

C.8.2. MAINTENANCE

- (v) **Coating as part of maintenance requires the use of the approved coating products specified in C.8.3**

Reason - Maintenance of the hull appendages is permitted and this includes coating. When coatings needed approval, coating was not permitted as part of maintenance. This rule was subsequently deleted.

The proposal aligns the class rules with modifications and repair in limiting the coating to the same materials, as defined in the rules.

PROPOSAL 7

Old

C.11.3 MAINSAIL

- (a) MODIFICATION, MAINTENANCE AND REPAIR.
 - (1) The cunningham blocks HK300 attached to the **mainsail** may be replaced by blocks from any other manufacturer with the same number of sheaves and a sheave diameter tolerance of ± 2 mm.

New

C.11.3 MAINSAIL

- (a) MODIFICATION, MAINTENANCE AND REPAIR.
 - (2) **The cunningham blocks attached to the mainsail may be replaced by any blocks with the same number of sheaves and a sheave diameter of 25 mm ± 2 mm.**

Reason - to remove the specific manufacturer from the rules. Most manufacturers seem to make a 30 mm hi load block so we do not need to adjust the tolerance at this time.

PROPOSAL 7

Old

C.11.3 MAINSAIL

(b)(2) The national letters and the sail numbers shall be black in colour and under batten number 4. The national letters and numbers shall comply with the RRS Appendix G except where specified otherwise in (b) IDENTIFICATION and in Appendix Section K.

New

(b)(2) The national letters and the sail numbers shall be black in colour and shall comply with RRS Appendix G. They shall be applied under batten number 4 and above batten 5 and shall be at least 60 mm away from the **batten pockets**. ~~The national letters and numbers shall comply with the RRS Appendix G except where specified otherwise in (b) IDENTIFICATION and in Appendix Section K.~~

Reason - to simplify the language used. Appendix K can confuse and is not needed here as the dimensions are in RRS Appendix G.

PROPOSAL 8

To update all the rules in line with the new constitution, regulations and policies.

PROPOSAL 9

C.7.2 MAINTENANCE

(c) Hatches may be replaced with hatches of the same size. A breather hole shall be made in the hatch cover.

Reason - to clarify that there should be a breather hole in the hatch covers.

PROPOSAL 10

C.11.3 MAINSAIL

(b) IDENTIFICATION

(1) **Sail** numbers shall be any of the following:

- (i) The number shown on the World Sailing/ISAF Plaque on the **boat**, or on any **boat** still owned by the **crew** members, **except that**:
- (ii) ~~In the International Nacra 17 Class World Championships (Excluding Junior World Championships), Continental Championships, Olympic Test Events and Trofeo S.A.R Princess Sofia, SOF Semaine Olympique Francaise de Voile, Kieler Woche, Long Beach Olympic Classes Regatta and the Dutch Water Week events, or when invoked by the NoR,~~

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.

Reason - to simplify the rules and remove event specific requirements for this rule.

PROPOSAL 11

C.1.2 (c) After **equipment inspection** at an event, **unless the rule is marked as NAN (No Approval Needed) modifications** permitted in these rules require the approval of the Event Technical Committee.

The following rules will be marked “NAN”

C.6.1 (a) and (b). C.7.1(g), C.10.1(a), (b), (e), (h), C.11.1(b)

Reason - The modifications above are common to all boats as in no way need to be checked by the measurer at an event after inspection. To otherwise comply with these rules to the letter would be an onerous task.