

**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 7th, 2019, gives the required 28 days notice, under the Constitution, of an Extraordinary General Meeting of the Class.

The meeting will be held on May 10th, 2019 at 1800 hrs UK time.

The meeting shall be conducted in person at the WPNSA, site of the 2019 European Championship. Observers may be admitted.

Resolutions

There are 15 Special Resolutions.

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

The existing Class Rules are marked up in each Special Resolution for ease of presentation.

Marcus Spillane

President

International Nacra 17 Class Association

Special Resolution 1(a): Change A.1.4 Definition of MODIFICATION

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To change the A.1.4 definition of MODIFICATION to include equipment items. The existing definition of MODIFICATION is limited to work and does not include new, removed, replaced equipment items changing the original condition.

Section A – General

A.1 LANGUAGE

A.1.4 The following definitions apply:

MODIFICATION

To Delete:

Amend to read:

Work resulting in a change to the original condition and changes to the original condition from new, removed or replaced equipment items, fittings, fixings, extensions and fastenings.

REASON:

Existing definition of Modification - 'work' - requires expanding to include the possibility of carrying equipment items, fittings, fixings, fastenings which are new, removed or replaced beyond original condition of the boat.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 1(b): Use of rope, shock cord, hoops, pullies and plastic balls

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To delete class rules 6.1 (a), (c), (d), (e'), and (f) only with specific uses of shock cord, rings, rope, plastic balls, and blocks, and renumber and amend (b), (g), (h) (i) (j) (k) (l) (m)

To Delete and Amend to Read:

C. 6. BOAT

C.6.1 MODIFICATIONS

(a) Shockcord with a maximum diameter of 5mm, rings, ropes of any length and diameter, plastic balls, and blocks with a maximum sheave diameter of 20mm may be added for the following functions:

- i. lift the cunningham block system and/or trapezes **and/or pull out the jib sheet car.**
- ii. indicate the rake position of the **daggerboards** and/or the mainsheet via a string pod or directly
- iii. lead the jib sheets, trapezes, trapeze take up, tack line, righting line, rotation, Cunningham (Jaime – can we take out the rule about leading the daggerboard control lines and put it in here?)
- iv. take up within the beams, and/or for righting line, spin sheets, jib halyard, spin halyard, **mainsheet, worm wheel.**
- v. prevent snagging or catching of any part
- vi. dampen the tiller bar
- vii. create mast rotation marks
- viii. wrap around trapeze bails

Red - Indicates proposed friendly amendments

(b) adhesive tape may be applied without restriction above the waterline when the boat is floating in its flotation trim.

(c) Fasteners may be replaced or added and, where required to facilitate a repair, the fitting may be modified to

accommodate slightly larger fixings with the following exception:

(1) Beam bolts, may only be replaced by Nacra supplied bolts

(d) To facilitate advertising, the application of vinyl, mylar or other plastic film over the surfaces of the hull, 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.

(e) The righting line may be changed to a minimum diameter of 5 mm and a

minimum length of 4500 mm.

(f) Any cleat including integrated fairlead may be replaced with a cleat of similar size and design of any material.

(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:

(1) 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.

(2) The block on the jib track car may have a double sheave block or single sheave block to create a 2:1 purchase, as listed in appendix section I.

(3) The four supplied blocks for the Gennaker sheets, may be changed to any type of block with a minimum sheave diameter of 38mm and a maximum of 60mm.

(h) The attachment fittings of the mainsheet blocks and mainsheet block system, from the strap on the sail and to the traveller car eye, may be replaced by attachment fittings of any length of ropes, shackles or other items and their combinations. Both ends of blocks and block systems including all attachment fittings, must remain in the straight line from the traveller car eye to the strap on the sail.

Any other attachment of blocks may be replaced by attachments of substantially the same size and design.

(i) The bolts securing the lower daggerboard bearing to the hull may be replaced by longer bolts. The daggerboard hold down system lines may be connected to eye bolts or eye nuts fastened to the longer bolts.

REASONS

The current rules are self contradicting. Each clause states that materials may be added, so long as they don't add or extend a function. It is impossible to add an item like these without adding or extending a function,

Therefore, creating a finite list of the functions these items can be added to accomplish will remove the need for juries to interpret our rules. It is intended that this change will allow simple and fair reading of the rules to be used without complicated arguments between sailors, IM's, and Jury.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 2 (a): Naming Specific Lubricants

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

Update rule C.8.3(c) which allows lubricants for the purpose of reducing friction in the bearings. Instead of trying to restrict based on the purpose of a lubricant, we will instead have a list of approved lubricants.

AMEND TO READ

C.8 HULL APPENDAGES

C.8.2 MAINTENANCE

(a) Maintenance (as defined in Section A) of **hull appendages** is permitted with the following exceptions: For **daggerboards** and **rudders**:

(i) Coating (as defined in Section A) is not permitted as part of Maintenance.

(ii) Sanding (as defined in Section A) is permitted on the paint layer on the outermost sides of the appendages. Sanding of the internal carbon fibre or (opaque) factory filler is not permitted as part of Maintenance.

(iii) Lubricating (as defined in Section A) **with approved lubricants** is only permitted for the purpose of reducing bearing friction while raising and lowering the appendages.

(iv) **List of approved lubricants:**

Lubricant 1 _____

Lubricant 2 _____

Equivalent products may be used with pre-approval from the IN17CA Technical Committee.

REASON

The current rule requires interpretation as to the purpose of use of a lubricant. This is not the clearest way to define our racing rules. It is much clearer to have a list of approved lubricants, which we now add instead.

Additional lubricants can be approved via the technical committee.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 2 (b): Naming Specific Lubricants

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

This 2 (b) version adds top and bottom daggerboard bearings, rudder castings – by ERS definition associated fittings of **hull appendages**- to the items that may be lubricated, not just the daggerboards themselves. Update rule C.8.3(c) which allows lubricants for the purpose of reducing friction in the bearings. Instead of trying to restrict based on the purpose of a lubricant, we will instead have a list of approved lubricants.

AMEND TO READ

C.8 HULL APPENDAGES

C.8.2 MAINTENANCE

(a) Maintenance (as defined in Section A) of **hull appendages** is permitted with the following exceptions:

For **daggerboards** and **rudders**, **top and bottom daggerboard bearings**:

- (i) Coating (as defined in Section A) is not permitted as part of Maintenance.
- (ii) Sanding (as defined in Section A) is permitted on the paint layer on the outermost sides of the **daggerboards, rudders**.
- (iii) Sanding of the internal carbon fibre or (opaque) factory filler **of daggerboards and rudders** is not permitted as part of Maintenance.
- (iii) Lubricating (as defined in Section A) **with approved lubricants** is only permitted for the purpose of reducing bearing friction while raising and lowering the appendages.
- (iv) List of approved lubricants:

Lubricant 1 _____

Lubricant 2 _____

Equivalent products may be used with pre-approval from the IN17CA Technical Committee.

REASON

This 2 (b) version adds **top and bottom daggerboard bearings** to the list of items that can be lubricated directly. The current rule requires interpretation as to the purpose of use of a lubricant. This is not the most clear way to define our racing rules. It is much clearer to have a list of approved lubricants, which we now add instead.

Additional lubricants can be approved via the technical committee.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 3: Grip Tape

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To allow non-skid style grip tape of no greater thickness than 3mm anywhere on the **hull** including **cross beams** above **flotation trim**. (not anywhere on boat)

C.7 HULL

C.7.1 MODIFICATIONS

Amend to Read:

(a) Non-skid tape of a thickness no greater than 3mm may be applied to any part of the **hull** and **cross beams** above the **flotation trim**.

~~(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~~

(b) ...

(c) ...

(d) ...

(e) ...

(f) ...

(i)

(ii) ...

(iii)

(g)

REASONS:

Adding Nacra supplied grip tape to anywhere on the **hull** and **cross beams** above **flotation trim** helps the sailors and there is no need to limit it's use beyond the existing prescribed areas.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 4: Update Hull Appendages- Item List

Submitted by Marcus Spillane, President, International Nacra17 Class Association

PROPOSAL

To update this list of hull appendages items to introduce correct ERS defined terms for **hull appendages** and add associated fittings.

Amend to read:

SECTION E- HULL APPENDAGES

E.1 PARTS

E.1.1 MANDATORY

- (a) Starboard **Daggerboard**
- (b) Port **Daggerboard**
- (c) Starboard **Rudder**
- (d) Port **Rudder**
- (e) Rudder **casting** including tiller-arm
- (f) **Foils** (daggerboard elevators)
- (g) Tiller-bar
- (h) Tiller extension
- (i) Top daggerboard bearing
- (j) Bottom daggerboard bearing

REASONS

Updating this list of items for administrative purposes to include ERS definitions for the daggerboard elevators (**foils**) and add top and bottom bearings which are by ERS definition **hull appendages** associated fittings and delete the lower rudder casting which is now a single part

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 5: Rudder Pin

PROPOSAL

Allow rudder pin to be cut to length/trimmed to be flush with rudder casting bottom.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS

Amend to read:

(a) The rudder pin may be packed with washers and may be trimmed or cut flush with rudder casting bottom.

REASONS:

This will reduce drag and weight of the overall boat.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 6(a): Hull Appendages Maintenance & Repair

PROPOSAL

To extend and align the wording in C.8.2 **Hull Appendages** Maintenance and C.8.3 **Hull Appendages** Repairs to explicitly limit Maintenance and Repair actions and require approval of the IN17CA Technical Committee for sanding of **foils** (elevators) and **hull appendages** associated fittings.

C.8 HULL APPENDAGES

C.8.2 MAINTENANCE

Amend to read:

(a) Maintenance (as defined in Section A) of **hull appendages** is permitted with the following exceptions:

For **daggerboards, rudders, foils** (elevators), top and bottom daggerboard bearings, rudder castings:

- (i) Coating (as defined in Section A) is not permitted as part of Maintenance.
- (ii) Sanding (as defined in Section A) is permitted on the paint layer on the outermost sides of the **daggerboards and rudders** .
- (iii) Sanding of the internal carbon fibre or (opaque) factory filler of **daggerboards and rudders** is not permitted as part of Maintenance.
- (iv) Sanding of **foils** (elevators) and top and bottom daggerboard bearings and rudder castings is not permitted as part of Maintenance.
- (v) Lubricating (as defined in Section A) is only permitted for the purpose of reducing bearing friction while raising and lowering the appendages. (note - if this Special Resolution is passed and if one of Special Resolution 2 (a) or 2 (b) is passed, this proposal will be revised to incorporate 2 (a) or 2(b).

Amend to read:

C.8 HULL APPENDAGES

C.8.3 REPAIR

(a) Repairs (as defined in Section A) for **hull appendages** require approval as described in C.6.3, except repairs of small voids (chips and gouges) of ~10mmx10mm which may be carried without approval of **actions and materials** .

(b) Repairs to **daggerboards and rudders** require the use of approved coating products:

- (i) The approved products are:
 - PPG D8115 Deltron Progress Matt Clearcoat
 - PPG D8302 Deltron Progress UHS Hardener
 - PPG D8718 Deltron Medium Thinner

(ii) Durepox High Performance Clear
Durepox Hardener

(iii) Awlgrip Clear G3005
Awlgrip Hardener G3010
Awlgrip Solvent T00003

(iv) Equivalent products may be used only with pre-approval from the
IN17CA Technical Committee.

REASONS

While everything not written into our rules is already against the rules, adding explicit limitation exceptions for Maintenance and Repairs including an explicit limitation on sanding of the **foils** (elevators) and top and bottom bearings, rudder castings helps to confirm these are not part of maintenance, and therefore a repair. This proposal also clarifies that sanding of small voids on daggerboards, rudders, foils, rudder castings, and top and bottom bearings does not require approval.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 6(b): Hull Appendages Maintenance & Repair

PROPOSAL

To make explicit the option to repair small voids and gouges in daggerboards, rudders, foils (elevators), top and bottom daggerboard bearings and rudder castings using actions and materials that do not require approval.

Amend to Read:

C.8 HULL APPENDAGES

C.8.3 REPAIR

(a) Repairs (as defined in Section A) for **hull appendages** including associated fittings require approval as described in C.6.3, except repairs of small voids (chips and gouges) of ~10mmx10mm which may be carried without approval with materials from the approved list below.

(b) Repairs to hull appendages, rudders, foils, top and bottom daggerboard bearings require the use of approved materials.

(i) The approved materials are:

Material 1

Material 2

Material 3

(ii) Equivalent products may be used only with pre-approval from the IN17CA Technical Committee.

(b) Repairs to **daggerboards** and **rudders** require the use of approved coating products:

(i) The approved products are:

PPG D8115 Deltron Progress Matt Clearcoat

PPG D8302 Deltron Progress UHS Hardener

PPG D8718 Deltron Medium Thinner

(ii) Durepox High Performance Clear

Durepox Hardener

(iii) Awlgrip Clear G3005

Awlgrip Hardener G3010

Awlgrip Solvent T00003

REASON:

Make explicit, the option to repair small voids on **daggerboards** and **rudders** and **foils** and top and bottom daggerboard bearings and rudder castings without approval of actions and materials.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 7: Daggerboards Down

PROPOSAL

To formalize that daggerboards will be in the fully down position whilst racing by deleting the provision that this rule can be suspended.

RESOLUTION:

C.8.4 LIMITATIONS

Amend to Read:

(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 C8.4 (c) is suspended.~~

REASONS

This has previously been voted on by the class. Whenever officials read our rules for the first time, they inevitably ask when flag R should be flown. Since the answer is never, we can save everyone some time and effort by deleting this clause.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 8: Foot Straps

PROPOSAL

To allow a foot strap to be mounted to the rear beam.

C.7 Hull

C.7.1 Hull Modifications

- (a)....
- (b)...
- (c)....

Amend to Read:

(d) Four foot straps may be fitted to each hull, at least one of which, and no more than two, must be rear of the aft cross beam. The forward foot straps must only be anchored to the hull using the anchor points built into the hulls as supplied and/or anchored to the shroud base and/or anchored to the forward cross beam [and/or anchored to the rear cross beam](#).

- (e)...
- (f)...
- (g)...

REASONS

The limits on placement are to prevent additional drilling into the hulls where there is no access. Using the rear beam does not go against this logic, and therefore we should allow it since some teams wish to utilize this anchor point.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 9(a): Portable Equipment- Spares

PROPOSAL

To allow rope, bungi, pulleys, plastic balls, or hoops to be carried as spares.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a)

C.5.2 OPTIONAL

Amend to read:

(a)...

(b)...

(c) Spare parts, tools, bungi, rope, pulleys, hoops, and plastic balls.

(d)....**REASONS**

So that teams have what they need to do on the water maintenance.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 9(b) : Personal and Portable Equipment- Smart Watches and other technology

PROPOSAL

Administrative update and to update and align wording of permitted Personal Equipment and Portable Equipment carried in the face of evolving wearable technology, networks, information services, sources and uses. A rule that focusses exclusively on devices and words such as watches, timing devices, and compass by themselves are outdated. Align section headings with usual practices.

The commonly used Raymarine Tacttic Electronic compass and Velocitek Prism Electronic Compass include wind shift detection (calculated wind direction) function that is not included in the existing rules and requires explicit authorization.

Amend to read:

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 (b) is suspended.
- (iii) Each crew member shall carry a cutting device with a blade length of no more than 150mm.

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 3 (a)

C.5 PORTABLE EQUIPMENT

Amend to Read:

All items, devices and their locations carried including worn permitted by a *rule* and including their associated fittings, fixings and fastenings, even if secured or permanently fixed. Includes mechanical, electronic and digital devices and items with permitted functions, services, information inputs, processing, tracking, recording, storage, display and with all carried separately and/or in combination as a system across one or more items and devices. Excludes the **boat and personal equipment** and consumables.

C.5.1 MANDATORY

(a) For Use:

(i) The righting line must 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.

C.5.2 OPTIONAL

(a) For Use:

(i) Timing function carried or worn separately in one device, or with timing function combined with other approved functions and services in one device.

(ii) Boat heading function in one device using magnetic input. If digital/electronic, the device with magnetic input may combine and store boat heading direction together with wind shift detection and timing functions.

(iii) The device display letters and numerals shall be not more than 30 mm high and show only;

- boat heading (damping may be adjusted manually),
- Calculated wind direction determined from manual input and adjustment of tacking angles manually for windshift detection),
- time,
- race timing information,
- identification,
- battery condition, system error, adjustment and calibration information.

(iv) Race timing information may be transmitted by sound. The electronic/digital devices shall not deliver, store or correlate information in any way except as described in this section.

(v) Magnetic compasses having no electronics.

(vi) Camera recording equipment and attachments when and where permitted by the Notice of Race and/or Sailing Instructions.

(b) Not for Use:

(i) Spare parts and tools. (note- if proposal 9(a) is approved it will be added here)

REASONS

To better identify and control permitted functions and devices carried including worn by updating focus of words to include approved functions in addition to devices.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 10: Elevator Trailing Edge

PROPOSAL

To allow the trailing edge of the elevator to be sanded and sharpened to reduce noise and vibration.

RESOLUTION:

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS

(a)...

(b)...

(c)...

(d)...

(e)...

(f)...

(g)...

(h) The aft 10mm of the **foils** (elevators) and rudder vertical, as measured from the production (supplied) trailing edge at any point, may be sanded and/or sharpened to no less than 0.6mm thickness at the point 1mm from the trailing edge. For clarity, the 'leading edge at any point' includes the surface all the way around to each side of the elevator. The trailing edge shall remain square to the production trailing edge or within the aft 1mm of the foils (elevator) and rudder vertical may be chamfered to less than 0.6mm thickness. The distance between the leading edge and the trailing edge shall not be reduced.

REASONS

Sharpening the trailing edge of the elevator significantly reduces vibration and critically the noise produce while foiling. The elevator alone does not provide the full solution, but applying this change to both the elevator and rudder vertical almost completely removes the noise.

Excessive noise, especially at high frequencies, can cause hearing damage and therefore every effort should be made to reduce noise production and/or team members should wear hearing protection.

This change should not effect our major risk scenarios, as the trailing edges of the rudders and elevators are not expected to be a primary point of contact in any part of sailing at speed.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 11: Raise Trapeze Harness Weight

PROPOSAL

To allow the maximum weight of the trapeze harness to be slightly higher than the standard 2.0 kg maximum

RESOLUTION:

Change RRS 43.1 (b) to increase permitted weight of trapeze harness to 2.4kg.

C.3 PERSONAL EQUIPMENT

MANDATORY

(a)....

(b)....

(c)....

(d) [trapeze harness maximum permitted weight may be 2.4kg. This changes RRS 43.1 \(b\).](#)

OPTIONAL

(a).....

REASONS

Some of the main suppliers production trapeze harnesses have been weighed wet at 2.3kg, which is higher than the 2.0 kg standard maximum. By adopting this higher recommended sailors can continue to use the harnesses they wish to. Tests of wet clothing at the Palma event last year also confirm this.

RRS 43.1 (b) permits class to change the maximum permitted weight for a trapeze harness up to 4kg from 2kg.

QUESTION:

Do you wish to approve this resolution? Yes / NO