# 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 July 26, 2022, is notification of the Annual General Meeting of the Class.
The meeting will be held on August 27, 2021 at 2000hrs Nova Scotia Time.
The meeting shall be conducted in the sailors lounge at the Nova Scotia worlds site and only members of the World Council shall be entitled to vote.

Resolutions

There are 3 Ordinary Resolutions, 8 Special Resolutions and 2 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
President
International Nacra 17 Class Association

## Ordinary Resolution 1: To Elect John Gimson (GBR) as a Class Vice President

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

**PROPOSAL**

To re-elect John Gimson (GBR) as a Class Vice President for a 2-year term beginning from the date of this 2022 AGM

**REASONS**

John 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 Santiago Lange as a Class President

Submitted by David Campbell James (GBR), International Nacra 17 Class Association

**PROPOSAL**

To elect Santiago Lange (ARG) as a Class President for a 2-year term beginning from the date of this 2022 AGM

**REASONS**

Santi 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 3: To Elect Maelle Frascari (ITA) as a Class Vice President

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

**PROPOSAL**

To re-elect Maelle Frascari (ITA) as a Class Vice President for a 2-year term beginning from the date of this 2022 AGM

**REASONS**

Maelle 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 C.11 to allow more mainsail reinforcement

Submitted by Emil Jaarudd (SWE)

**PROPOSAL**

To amend Class Rule C.11.3(a)(3)

**RESOLUTION**

C.11.3 (a) (3) 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~~ providing:

i. the width of the tape is less than 60 mm and

ii. the tape extends no more than 35 mm from the centre of any seam.

**REASONS**

The resolution would allow similar reinforcement to the mainsail seams above batten number 6.

**QUESTION:**

Do you wish to approve this resolution? Yes / NO

## Special Resolution 2: Add Class Rule ? to optimise tiller bar

Submitted by Emil Jaarudd (SWE)

**PROPOSAL**

To add rule ??? so that the tiller bar may be shortened

**RESOLUTION**

Add Class Rule ??? stating:
The tiller bar may be shortened.

**REASONS**

The current supplied length of tiller bar is too long, and puts unnecessary stress on the rubber join. Nacra should consider shortening it by 10-20mm from the factory, and the existing bars should be allowed to be shortened by the sailors.

**QUESTION:**

Do you wish to approve this resolution? Yes / NO

## Special Resolution 3: Alternative Jib Halyard

Submitted by Emil Jarudd, (SWE)

**PROPOSAL**

Modify rule C.6.1 to allow rudder rake adjustment rigging through the rear beam.

**RESOLUTION**

Add rule C.10.7(a)(7) to read as follows:
The Jib Halyard system arrangement is open other than it may not include purchases, so it is 1:1, and may be modified to include splices, shackles, dogbone 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 shackle, and the other to attach to the pole, also with a shackle. 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 4: Freedom of Rudder Rake Rigging

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

**PROPOSAL**

To modify rule C.6.1 (a)(iii) to include rudder rake controls in the way we manage other controls.

**RESOLUTION**

C.6 Boat

C.6.1 Modifications

(a) Shockcord with a maximum diameter of 5 mm, rings, ropes of any length and diameter, plastic balls, and blocks with a maximum sheave diameter of 20 mm 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.

(iii) lead the jib sheets, **trapezes**, trapeze take up, tack line, righting line, rotation of the mast spanner, gennaker sheets, jib halyard, gennaker halyard, mainsheet, cunningham line, worm wheel, adjustable rudder rake control line systems.

(iv) take up within the beams.

(v) dampen the tiller bar.

(vi) create mast rotation marks.

(vii) shockcord and ropes may also be used to secure items, to prevent catching of any part and in the place of washers.

**REASON**

The class wishes to provide freedom to teams to rig their systems efficiently and with methods that suit their team, and this basis extends to the rudder rake adjustment.

**QUESTION:**

Do you wish to approve this resolution? Yes / NO

## Special Resolution 6: Gromets in beam caps

Submitted by Tanja Frank, AUT, International Nacra 17 Class Association

**PROPOSAL**

To modify rule C.6.1 (a)(iv) to allow additional gromets in the beam caps.

**RESOLUTION**

C.6 Boat

C.6.1 Modifications

(a) Shockcord with a maximum diameter of 5 mm, rings, ropes of any length and diameter, plastic balls, and blocks with a maximum sheave diameter of 20 mm 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.

(iii) lead the jib sheets, **trapezes**, trapeze take up, tack line, righting line, rotation of the mast spanner, gennaker sheets, jib halyard, gennaker halyard, mainsheet, cunningham line, worm wheel.

(iv) take up within the beams and additional gromets in the beam caps to lead control lines.

(v) dampen the tiller bar.

(vi) create mast rotation marks.

(vii) shockcord and ropes may also be used to secure items, to prevent catching of any part and in the place of washers.

**REASON**

The class may wish to fully utilize the beams as a method of running their control lines and take ups.

**QUESTION:**

Do you wish to approve this resolution? Yes / NO

## Special Resolution 7: Remove appendix on jib block size and place into rule

Submitted by Emil Jaruud SWE

**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 limit on the jib blocks

**RESOLUTION**

Add C.10.8 (a)(6) as follows

Jib turning blocks may be replaced without limit to sheave size.

**REASONS**

Removing repeated information from the Appendix and adding it to the actual rule will aid clarity and reduce confusion. There is no need to limit the jib turning block sizes.

**QUESTION:**

Do you wish to approve this resolution? Yes / NO

## Special Resolution 8: Only Sailors doing Boards Maintenance

Submitted by Carlos De Beltran

**PROPOSAL**

To require that sailors be the only people who can perform hull appendage maintenance during regattas.

**RESOLUTION**

Add C.8.2 (vi) as follows

(a) Maintenance of hull appendages is permitted with the following exceptions: For daggerboards, rudders, foils (elevators), top and bottom daggerboard bearings, rudder castings:

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

(ii) Sanding 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 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).

(v) Lubricating is only permitted for the purpose of reducing bearing friction while raising and lowering the hull appendages.

(vi) During a regatta, from the day before the first race until the end of the regatta, Maintenance of hull appendages may only be carried out by the competitors using that equipment.

**REASONS**

To manage cost of competing, we must ensure boat rights do not become a standard of the class for elite performance. As such, if we only allow the competitors to perform maintenance on the boards during a regatta, there should be less incentive to bring extra staff to support sailing teams.

Maintenance is separate from repair, so if real repairs are needed, professionals may still be used.

**QUESTION:**

Do you wish to approve this resolution? Yes / NO

## Policy Resolution 1: Plan for new mainsail after Paris 2024

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

**PROPOSAL**

To develop an updated upwind sailplan, or perhaps just an updated mainsail, to be better optimized for the speeds Nacra 17 sail at with more foiling upwind.

**POLICY**

To endorse Nacra 17 developing and testing updated upwind sails.

**REASONS**

Teams are currently running very high mast bends and Cunningham loads to reduce the depth of the flying shape much of the time. Flatter sails would allow straighter masts and less Cunningham load, easing the burden on teams and equipment and allowing better performance.

Approval of this policy only supports the development. A further vote on a spec change of the updated sails would be required before any change occurs.

**QUESTION:**

Do you wish to approve this policy? Yes / NO

# Policy Resolution 2: Platform Standard Measurement Procedure

Submitted by John Gimson, VP

## PROPOSAL

A standard set of measurement procedures, which is always done the same way and measures the most important points could be done at any event without too much equipment. IM's should measure the following in pre regatta or mid regatta checks.

1) the platform in racing setup (ie dolphin on) measuring width at deck level to make sure beams and holes are correct.
    a. top of bow to bow
    b. Top of transom to top of transom (this gives us platform toe in/out and over width)
    c. Bottom of bow to bottom of bow (this gives us kant)
2) Daggerboard bearing position in the hull measured to each individual hull. Top and bottom position fore and aft and side to side front and back. This measures yaw and makes sure in correct position in hull.
3) Rudder rake angle range. An easy way is to measure how much the spring bolt moves as this is easy to measure and shows the actual range very well. Other methods can be developed.

## REASONS

Platform geometry and rudder rake range can all be monitored setting the baseline for a Nacra 17 in racing condition. Primary drivers of speed can all be monitored and further investigation can be undertaken if outliers are found. Also, newer teams can easy and quickly compare their base platform settings to the fleet.

## QUESTION:

Do you wish to approve this resolution? Yes / NO