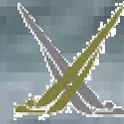


2.4 Metre International Class Association



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Secretary's Report

Hello Everyone!! Back by popular demand, here is the next installment and probably sooner than most of you expected. The coming weeks I will be very busy with preparations for our upcoming AGM as well as sending/ receiving information to/ from all member NCAs. This means that this will be the last Newsletter until after the AGM. However, I will continue to act as a strong link between the individual National Class Associations and the International Class. Communication is vital to the future growth and development of our Class. The strength of our Class is only as strong as its membership. I will also continue to oversee the website and work with our webmaster to ensure that the website is up-to-date and that new information is quickly posted. I ask that all National Class Association Contacts send this Newsletter to its' members as I do not have everyone's Email address. One thing that I would like to ask is that you go to the website and click on "Email Directory." Please submit your information as requested. This will allow you to automatically receive this Newsletter and allow other Class members to contact you.



I will have limited Internet access during the month of July. I ask all member NCAs to have patience during this time as I cannot promise a quick response to your Emails.



Member NCAs will be receiving the 2006 AGM agenda and AGM related items before June 17th. According to our Class Constitution, paragraphs 10.5 and 10.6 read:

- 10.5 Amendments to the above motions shall be submitted no later than four (4) weeks before the date of the AGM.
- 10.6 The Secretary of the ICA shall distribute an attachment to the agenda of any such Amendments, to all World Council Members and member NCAs, no later than three (3) weeks before the date of the AGM.

What paragraphs 10.5 and 10.6 mean is if a member NCA wants to add something to an existing agenda item, the ICA Secretary must receive it by 29 June 2006 which is 30 days from the first day of the 2006 AGM and send it out to all member NCAs by 08 July 2006. I am explaining this so everyone understands the process and ALL member NCAs have an opportunity to make a contribution.

NEWSFLASH: The dates are set for the 2007 World Championships. Please see the report from the Danish NCA on page eight (8).

I wish to clear up a statement that was made in a 27 May 2006 posting on the Sailing Source Forum found on the ICA website. The statement reads, *“The impression we have after reading the latest international newsletter is that the executive committee completely ignores our letter and proposed win-win solution. Not publishing our letter together with [the position of the US NCA] is simply an insult both to the writers and the sailors who are denied information.”* For the record, the EC does not censor ANY information and does not ignore the sailors of this Class. As a matter of fact, the EC welcomes any input as long as it is constructive. Input and feedback is important to the continued development and growth of our Class especially when it comes to sensitive issues such as the Class considering going One Design. I have always had the policy that I would publish any information as long as it was in good taste. The reason I did not publish the “Open Letter to ISAF,” in the last ICA Newsletter, is because the author of the letter had all ready sent it out to all sailors including officials at ISAF. I saw no need to publish the same information two (2) times.

I wish to thank all the people who made contributions to this Newsletter for without you, there would be no Newsletter. I specifically would like to thank our Executive Committee, Peter Norlin of Sweden, Peter Braun of Denmark, and Peter Russell of Australia. Finally, since my office is up for election this year, I want to take one more time to thank the International 2.4mR Class Association for the opportunity to serve as Secretary and all of the sailors for their assistance and support over the last two (2) years. Happy sailing to everyone and inshallah I will see you in Helsinki!!!

Thomas Franklin

Thomas Franklin
Secretary—2.4mR International Class Association



The Genesis of a Class

by Peter Norlin

In August 1979, I was sitting on the deck. We were sailing Admirals Cup in Cowes, when a very small boat came sailing around the moorings of the Cowes Week racing yachts. This was the first time anyone had seen such a little boat. The helmsman, a young German guy, was sitting inside the boat, and only the head was seen in the cockpit. He was the founder of this type of boat. The boat was narrow and looked like a scaled down 12 meter yacht, in terms of both the sailplane and the shape of the hull where the approximate dimensions were LOA = 3.5m and the beam was 0.8m. This boat had a lot of followers like the Illusion, the Shadow, the Millimeter, and the Defender, etc. All of them went under the name “Bath tub twelve’s”. They were good as long there was little wind and flat sea.



At the same time I was working in the towing tank with Admiral Cup 12 meters. The trial horse, which is a boat that I designed as close in shape to the existing twelve’s as possible, to be compared with my experimental design. This experimental boat was a smaller lighter 12 meter to suite the light winds in Newport, Rhode Island. The trial horse (scale 1:10) was built in series, to be sailed with a radio control. We were 5-10 sailors who had great fun sailing these boats in regattas. One of them was Odd Lindquist who sailed his own design. Odd got an inquiry, from one of the participants, to design a 1/5 scale of a 12 meter (or twice the size of the 1/10 scale radio control boat). Odd designed the “Odd 1/5” that sailed for the first time in 1982. Very soon after that, Jan Törnfeldt asked me if he could build a 1/5 scale mini twelve of my design. While working with the tank testing and sailing with the radio-controlled model 12 meter, I became familiar with the scale effects. I decided to scale down a 6 meter hull, which is proportionally heavier and bigger than a scaled down 12 meter, and use the scaled down 12meter rig and sails, which is a little lower than the scaled down 6 meter rig. I chose the depth to be 1 meter, compared to a 1/5 scale down 12 meter that gives a depth of 56cm and a scaled down 6 meter that gives a depth of 66cm.

All these choices were due to the scale effect from the wind, which is the square root of the inverted scale. This means that the same wind for a big boat is much stronger for a small (or model boat). The square root of 10/1 is 3.16, so wind strength of 3 m/s corresponds to 9.5 m/s for the model twelve compared to the full size twelve. (The square root of 2.5/1 is 1.58. Thus the wind is 1.58 times stronger for a scaled down 6 meter, and the square root of 5/1 is 2.24 so the wind is 2.24 times stronger for a scaled down 12 meter, compared to a mini 12). I designed the boat to float as deep in the water as a 6 meter in racing trim with all sails and crew onboard. To achieve this, I had to take out approximately 35kg from the ballast.

Jan Törnfeldt started to build the Norlin Mk I. He made extraordinary work regarding the anatomy for the helmsman. With a lot of work and carefulness, he had 2 boats ready for the spring 1983. This new “mini twelve” proved to be a very good sailing boat that could coop with most conditions. The first two boats had a fin keel with a bulb. The third and boats built after that had internal ballast of eight to nine retractable lead pieces. This made the boat easy to move, so the hull could be placed upside down on the car roof with the lead stored in the rear of the car. We sailed in different places around Stockholm and on the waters inside Stockholm. The fleets were situated in Saltsjöbaden and in Waxholm where Håkan Södergren built up a fleet. The boats participating were the Odd 1/5, the Södergren Mark I and II as well as the Norlin Mk I. The Södergren boats were “scaled down 6 meters.”

After some time, the class started to grow, and as the Norlin Mk I was designed to the following thoughts and items, I proposed the following MINI 12 RULE to the Swedish Sailing Association:



The rule is based on the existing International 12 meter rule in scale 1/5 with the following changes.

Mini 12ia regler.

Baserade på 12ia reglerna 1:5 skala
med följande ändringar

- ① Djup. regel. $(0.2 \text{ LWL} + 0.06)^3$.
- ② Min Frihöjd - max avdrag .292 m.
- ③ Med 35 kg extra ballast skall
båten flyta på KVL.
- ④ Max djup. 1.0 m.
- ⑤ Segelplan o regelvärt.
 1. Mätdeck 36 mm över skandäck
 2. Höjd segelplan över mätdeck 5,0 m.
 3. " För Δ " " 3,75 m.
 4. Skodda 72 mm
Latta 104 270 mm
" 203 360 mm
 $\frac{3}{4}$ höjd bredd storsegel 41% B
 $\frac{1}{2}$ " " " 68% B

Displacement Formula: $(0.2 \cdot \text{LWL} + 0.06)^2$ (scaled down from the 6 meter rule)

Freeboard, when calculating the rating max deduction: $F = 292\text{mm}$ (from the 6 meter rule)

The boat shall float at her dwt with an extra ballast of 35kg.

Max Depth = 1m.

Sailplane and Sail Measurements: (from the 12 meter rule)

Measurement deck 36mm above covering board

Mast Height: 5m (above measurement deck)

Fore Triangle Height: 3.75m (above measurement deck)

Upper and Lower Battens: 270mm

Intermediate Battens: 360mm

Top Width Main: 72mm

$\frac{3}{4}$ Width Main: 41%

$\frac{1}{2}$ Width Main: 68%



Scantling Rule:

- Regarding material: Like the 12 meter rule
- Sandwich material only in the deck
- Deductible internal ballasts at least 8 parts.
- Unsinkable
- Min glass weight $900 \frac{\text{kg}}{\text{m}^2}$. Kevlar and carbon fiber not allowed

The reason for the 35kg extra measurement ballast is as follows:

- My wish was to have a boat floating at the same racing trim as a 6 meter.
- As the crew weight plus sails etc. of a 6meter is approximately 500 kg.
- This weight scaled down $500 \div 15.625 = 32\text{kg}$.
- $32\text{kg} + 35\text{kg}$ taken out from the ballast gives a crew weight of 67kg, so the boat will float when racing at about the same trim as a 6-meter.

This rule was the unofficial rule until 1986, when Odd Lindquist, Håkan Södergren, the Swedish Chief Measurer Lennart Olsson and me, wrote (after a lot of meetings and work) the first official Swedish Mini 12 Rule that came in force around 1988, in the Scandinavian Sailing Association. Claes Hultling, a strong character of the class brought the Class to ISAF who accepted the rule 1993. In 1986, Imma Björndahl started to build the Södergren Mk III, and the exchange of sailing started between Sweden and Finland. The Norlin Mk I was changed to Mk II in 1986, and the Norlin Mk III was designed 1987.

Before the unofficial 1988 World Championships, in Helsinki, the mini 12 sailed with an overlapping Genoa. From a suggestion from Claes Hultling, the jib was shortened to 100%. The reason was that it was very hard for all sailors including the disabled sailors to tack. The foot of the jib was then changed to 110% after an investigation among the sailors. The shorter jib is good because it opens the racecourse and may be more important as it avoids a lot of accidents due to bad sight behind the Genoa.

The fact that the boat is very insensible to weight of the crew is due to the longer waterline with a heavy crew, without increasing the wetted surface too much. Many times you can see very different persons on the podium after a long regatta, from light to heavy, from disabled to able bodied, and from man to woman. This little racing boat is a thrill to sail. The sailing feeling is obvious as the boat doesn't lose much when tacking. It is your tactics and wind seeking ability that becomes very important.

The One Design Issue – Pros and Cons

From the Executive Committee, International 2.4mR Class Association

The EC has discussed the One Design issue and decided that the sailors should be heard and the issue discussed at the World Championships meeting in Helsinki, in July 2006. At the same meeting, the World Council should decide whether, the class should go One Design and a special Committee appointed to prepare the One Design Rule, or shall the Class remain as it is. In order to make it easy for the sailors to take part in the discussion, the EC wants to display a list of pluses and minuses of going One Design. Below you will find the list. The EC wishes that you send your comments to the items listed below, so items may be added to the list.

NCAs please send your comments to the Class Secretary, Thomas Franklin, at: tjfranklin@bellsouth.net. Sailors please place your comments using the ICA website's Sailing Source Forum at <http://www.boatsit.com/discus/messages/393/393.html> or send them to your NCA Representative so they can be



included in the AGM package. According to the ICA Constitution paragraph 10.4, the Secretary of the ICA shall distribute an agenda of all motions, nominations, and relevant paperwork for the AGM, to all World Council Members and member NCA, no later than six (6) weeks before the date of the AGM. According to the ICA Constitution paragraph 10.5, NCAs amendments to the above motions shall be submitted no later than four (4) weeks before the date of the AGM. According to the ICA Constitution paragraph 10.6, the Secretary of the ICA shall distribute an attachment to the agenda of any such Amendments, to all World Council Members and member NCAs, no later than three (3) weeks before the date of the AGM.

Plus and minus if the 2.4mR goes One Design

Pluses

- The boats are equal and sailing will be the major part of the result
- No fear of a design going “out of date”
- Problems with measurements disappear
- The Class Association can control builders and quality
- Growth possibilities are better, especially in the US
- Paralympics want One Design classes
- No Appendix K is needed
- Less work for Class Directors
- It is possible to some extent to “grandfather other constructions”

Minuses

- The initial idea of the R-rule was development
- The development of different designs will stop
- The interest from designers, towards our Class, will disappear
- Some of the sailors concentrating on designs might loose interest
- Existing boats of different designs are “out”
- Builders of different designs loose money
- One Design Rules has to be developed
- The name probably have to change (perhaps 2.4mR One Design)
- A lot of “desk work” needs to be done, (OD Rules, Constitution, Designer, Builders, ISAF)

Regatta Reports

2006 Australian National Championships

The YMCA Sailing Club conducted the 9th International 2.4 Metre Yacht Australian Championships on Lake Burley Griffin over Easter 2006. With 15 boats from most states of Australia this was one of the best Nationals to date!

The racing was extremely close with seconds only between the different heat winners Peter Russell, Aaron Hill, Peter Thompson and Michael Leydon. Consistency rewarded class secretary Peter Russell with his first national title winning the championship by 5 points from Paralympian Peter Thompson with Aaron Hill one point behind in third. Aaron, who recently qualified Australia for the 2008 Paralympics in Qingdao, pushed four times national champion Michael Leydon to fourth and also managed to arrange his marriage the next weekend. Rachael Cox, whose first 2.4mR event was the IFDS World Championships 2006 in Perth, impressed all with her racing skills and will make a difference in the class.



Day 1 started with light variable conditions that shifted from north to west over the day. Peter Russell jumped off the start to pressure on the left with the west change to win race 1. Aaron Hill then scored two wins in phase with the new moderate westerly to lead the series. Day 2 saw excellent racing in moderate SW winds up to 18kts – perfect 2.4mR conditions. Peter Russell enjoyed good speed to win two races and finish second to Peter Thompson by one second in the third race of the day. Day 3 was a challenging drifter with both races won by light air specialist Michael Leydon closely challenged by Peter Russell

The point-score series was won by Mick Lemon in *Raglan* from Barry Coates in *Advance Australia* with Alison Weatherly in *Canberra III* third–nearly a repeat of Metung but great to have three states represented. Mick Lemon is consistently winning the point score events and challenging the leaders of the line in each race.

New Paralympic coach Greg Omay was introduced to the fleet and his feedback was appreciated by all. Thanks to the YMCASC members especially Race Officer Paul Fitzwaryne and canteen manager Jeanette Clark who made this a memorable event. The next Nationals will be held in Hobart over Easter 2007.

Final Results

1. Jeelka (P.Russell, ACT), 1-(3)-(2)-1-1-2-2-2, 9 pts: **2. Morna 5** (P.Thompson, ACT), (4)-2-4-2-2-1-(5)-3, 14 pts: **3. Stardust** (A. Hill, Vic), 2-1-1-(6)-(5)-3-3-5, 15 pts: **4. Gunboat** (M.Leydon, ACT), (5)-5-3-3-3-(6)-1-1, 16 pts: **5. Futs & Fugly** (K.Williams, ACT), 3-4-6-4-4-4-(9)-(8), 25 pts: **6. Octopod** (R.Cox, WA), 6-6-5-(7)-6-(7)-4-6, 33 pts: **7. Raglan** (M.Lemon, Tas), 7-(8)-(8)-5-7-5-7-4, 35 pts: **8. Advance Australia** (B.Coates, Qld), (15)-10-11-(12)-9-11-6-7, 54 pts: **9. Southern Cross** (P.Murray, Tas), 9-9-9-(11)-(10)-9-8-10, 54 pts: **10. Canberra 3** (A.Weatherly, Vic), (12)-11-(12)-10-8-8-10-9, 56 pts.





Reports From NCAs

Danish National 2.4mR Class Association

Website: <http://www.24meter.dk/>

We are pleased to announce that we have launched the website for the 2007 World Championships which can be found at www.24worlds07.org. Of course the site is still under construction in a lot of areas, but the first steps are taken and the structure is laid down.

The dates of the 2007 World Championships are August 4–10, 2007

2.4 World Championship 2007



Finnish National 2.4mR Class Association

Website: <http://www.fin24metre.org/>

At our AGM, elections were held and the new officers for the year 2006 are:

Officer	Position	Term
Janne Laine	Chairman	2006-2007
Veikko Martin	Finances, Webmaster	2006-2007
Jussi Ahlström	Secretary	2006-2007
Rikard Bjurström	Rep. to ICA	2005-2006
Kimmo Haanpää	Rep. for Naantali	2005-2006
Pelle Strömman	Rep. for Vaasa	2005-2006