International 2.4mR Class Association

Minutes of the 2022 International 2.4mR Class Association

Annual General Meeting December 10, 2022

The 2022 Annual General Meeting was conducted via Zoom with Simon Hill and Bruce Millar moderating. The meeting began at 9:00 am EST. Relevant documents / reports etc. are attached below in the "consolidated meeting document".

The quorum requirements were met. The following proxies were received prior to the meeting:
FIN > SWE
ESP > GER

Representatives from sixteen NCAs were present / represented:
AUS, AUT, CAN, CZE, ESP, FIN, FRA, GBR, GER, HKN, IRL, ITA, NED, NOR, SWE, USA, as well as members of the Executive and Technical Committees.

Tony Pocklington (USA) and Peter Wood (CAN) agreed to review the minutes.

Speakers were asked to keep comments under three minutes in the interest of keeping the meeting on schedule.

3. 2021 Annual General Meeting minutes information (page 16):

The minutes from the 2022 AGM were approved with a comment regarding the decision regarding formation of a committee to revise the class constitution.

4. Reports

The President's Report (page 25):
was accepted with comments on:

War in Ukraine, new interest from builders, high fuel price impact on travel etc., as well as a brief discussion on timeliness regarding posting of minutes and improving communications between EC and TC.

The Treasurer's Report (page 31) and was approved with comments:

Notably the ICA continues to have solid finances and declares the ICA is a non-profit organization. Carrying such a high balance may lead to taxation issues. NCAs are encouraged to make use of available funds as grants for marketing and promotion purposes etc. NCAs simply need to submit funding requests to the EC Secretary well ahead of time. Grants are typically four hundred to five hundred euros to be used for events, training, measurer's seminars, boat shows etc. NCA funding and promotional events / marketing should be continued and brought to an EC meeting(s) for further discussion.

The Technical Committee Report (page 39):

The Technical Committee, chaired by Peter Russell, has been working diligently on as many as twenty five different work areas to get amended 2.4mR CR updates published on the World Sailing website, items previously approved at the 2015 and 2018 World Council Meetings, and a complete review of the Norlin One Design rules. Amendments were needed to reflect 'accredited builder' language. Peter Russell and Stellan Berlin have been instrumental in accomplishing a huge amount of work for the above items.

The TC / class needs more measurers as well as people to perform buoyancy testing. The TC is looking into other changes to address measurement / buoyancy testing issues.

TC Report was approved.

5. Proposal from the Executive Committee (page 45):

Bruce Millar submitted a proposal which is endorsed by the EC to create an official committee to review the class constitution. An ad hoc committee has been created but will be formalized with the approval of the World Council to revise the class constitution. The idea is to have a subsequent Special Meeting in the summer to approve revisions that can be voted on ahead of the 2023 AGM, and be in effect for the 2023 AGM.

The EC Constitution Committee proposal was unanimously approved.

6. Proposal(s) from the Technical Committee (page 39):

The TC proposals were presented together and voted on in their entirety. Changes reflect the need to accommodate new 'accredited builder language' as well as CR changes needed due to ERS changes from World Sailing ie new definition of **Spar**. The TC is also preparing new builder agreements including builder initiation and builder approval processes. Details of the TC proposals are included in the attached Consolidated Meeting Document and include changes to the Construction Manual, Buoyancy Certificate rules, and changes regarding Seat and Jib Boom.

The TC's work has resulted in twenty six amendments approved and published by World Sailing. The TC is also looking at 2.4mR rule updates resulting from the NOD work as well for the next year.

A discussion followed the TC's presentation of their proposals regarding the ongoing need to attract new builders and to have processes in place to support potential new builders. Brian Harding's Super3 has been the only builder for the last three and a half years. The EC has agreed to allow boats, built from 'Charger'

moulds, to be measurement certified until a new builder agreement is in place. (See EC minutes, March 5, 2021, item 6).

The EC has recently approved funding to produce a scan of a Norlin One Design hull.

The TC proposals were approved with no objections.

7. Proposals/Motions/Comments to Proposals from Member NCAs (page 113).

Proposals from GBR and FRA were essentially the same and all were subsequently withdrawn after discussion and tabled to be taken up with the revisions to the constitution. Comments on the GBR and FRA proposals were also received (page 123) and included in the subsequent discussion.

To summarize:

There was a discussion regarding the responses distributed with the AGM documents. Responses to proposals have historically been included in the AGM documents as part of the 'comment period' or motions to agenda items as specified in the ICA Constitution Appendix A: 10.5. Typically the EC or TC will comment in order to clarify their positions on proposals. NCAs are also able to respond to proposals or submit motions to agenda items during the comment period.

The proposal regarding the TC answering to the EC was withdrawn. The EC has a TC member acting on both committees and the TC has been publishing minutes regularly.

The proposal regarding a committee to evaluate a 'split' between the 2.4mR and NOD classes was also withdrawn. This has been discussed at previous AGMs and the World Council has previously voted to continue development of the Norlin One Design. Regardless of the World Council's prior decisions there is a vocal faction that continues to push this issue and seeking clarification regarding the history and purpose of having the Norlin One Design as a sub-class of the 2.4mR class as currently administered by the ICA. The efforts of the ICA should be to unify and attract additional sailors to the class. A suggestion to add documents to

the class website to further explain 'open' and 'NOD' technical differences etc. and including the 'why' rather than just the 'what' for the purpose of informing those less familiar with the class was put forward. Norlin One Design is generally attractive to builders as it is less risky to build a class approved design, creates the ability to race one design as popular in North America, and is used for Para Championship events.

The proposal to create a 'split' committee was withdrawn with the understanding that clarification will be addressed with the planned revisions to the class constitution.

Voting rights for the Treasurer were also tabled to be taken up with the revision of the constitution.

8. Future World and European Championships.

Despite travel issues the 2022 World Championship in Tampa Florida was a very good event with multiple countries represented.

The 2023 International 2.4mR World Championship will be held at Näsijärvi Sailing Club, July 31 through August 5, 2023 in Tampere, Finland. This will also be the year of Näsijärvi Sailing Club's (Rikard Bjurstrom's club) 100th anniversary. The Executive committee has accepted and approved it.

AUS Worlds have been rescheduled to 2026 as there are still difficulties with travel and extended container shipping durations. Hopefully by 2026 things will have improved.

No formal applications have been received for 2024 or 2025 Worlds but GER and GBR are the likely hosts respectively. Both are looking into locations within their respective countries.

The European Championship has been well received and discussions are on going with the French Federation for a World Championship event in Marseille.

NCAs are encouraged to get bids to the EC as early as possible. There is a lot of planning involved and a formal application process, as well as considerations for travel etc. The sooner the EC receives word of interest, the better.

2023 World Sailing Championship in den Hague, NED. Event has been planned for all Olympic and Para classes which had been postponed due to Covid. Finland rescheduled their World Championship to accommodate travel to Netherlands from Finland etc. IPC decision regarding sailing's reinstatement should be made in January which will impact travel decisions/funding etc. for Para sailors.

9. Elections

The 2022 election results are as follows:

Vice President: Fia Fjelddahl (SWE) (2 year term)

Secretary: John Seepe (USA) (2 year term)

EC Directors: Bruce Millar (CAN) (1 year term)
Niko Salomaa (FIN) (1 year term)

Treasurer: Simon Hill (GBR) (1 year term)

Auditor: None

Technical Committee Members: Keith Gordon (GBR) (2 year term)
Thomas Jatsch (GER) (2 year term)

10. Decisions / Issues for the next year's work and commissions for the EC/TC

The TC is planning the following for the next year and will submit a work plan to the EC after their first meeting.

1. Finalize builder's agreement
2. Inspection plan for builder compliance
3. New Class Rules to ICA website
4. Review of Class Rules
5. Question re: median jib foot rule
6. Working with website and NOD/Open explanations

We are very much still lacking enough Class Measurers and need more builders. The class needs to find ways to motivate / attract new people.

New constitution should allow mid year voting / decision making. Shorter mid year meeting etc. to improve productivity.

Improve communications with NCAs and seek guidance on privacy compliance for website communications with members.

Reactivate marketing committee and figure out ways to sell / strengthen / grow the class.

The annual dues will remain the same at 12 euros per member.

The 2022 International 2.4mR Annual General Meeting ended at 13:05 EST.

Respectfully submitted,
Tim Ripley
International 2.4mR Secretary

International 2.4 Metre Class Association 2022 Annual General Meeting

to be conducted via ZOOM December 10, 2022
1400 UK, London Time

Meeting Details To Be Determined and Distributed ASAP

Meeting document

Agenda

1. Roll Call and Establish a Quorum.
   a) Election of a two person group to check and sign meeting minutes.
2. Setting time limit on speakers and debate.
3. Approval of Minutes from 2021 eAGM.
4. Reports
   a) President's Report
   b) Treasurer's Report
   c) Technical Committee Chairman Report
5. Proposals from the EC
6. Proposals from the TC
7. Proposals from member NCAs
8. Future World Championships and European Championships.
9. Elections
10. Decisions for the next year's work and commissions for the EC/TC
11. Decisions for NCA annual dues and budget 2022
12. Adjournment

1. Roll Call and to establish a Quorum.

Membership and voting rights for 2022 eAGM (see page 5)

Notification of proxies given by absent NCAs (see page 6)

- Acceptance of the roll call and setting the meeting.

2. Setting time limit on speakers and debate.

3. 2021 Annual General Meeting minutes information.

Attachment 3: The 2021 eAGM minutes

- Acceptance of 2021 eAGM Minutes

4. Reports

Attachment 4a) Report from the President

Attachment 4b) Report from the Treasurer

Attachment 4c) Treasurer's Statement of Account

Attachment 4d) 2.4mR TC eAGM 2022 Report (e)

Attachment 4e): Report from the Auditor **TBD**

1. The World Council takes the report from the President dated November 21, 2022 into account.

2. The World Council takes the report from the Treasurer November 19, 2022 into account.

3. The World Council takes the report from the Chairman of the Technical Committee dated October 20, 2022 into account.

The budget for 2023 will be treated in section 11.

5. Proposal from the Executive Committee;

Attachment 5 Constitution Proposal from the EC.

- Decision to Approve Constitution Proposal from EC.

6. Proposal(s) from the Technical Committee;

Attachment 6a) 2.4 NOD Class Rule Proposal ACCREDITED BUILDER (b)

Attachment 6b) 2.4 NOD Class Rule Proposal SPAR (a)

Attachment 6c) 2.4 NOD Class Rules 2022 (v. 7)

Attachment 6d) 2.4 NOD Class Rules 2022 Proposal SCHEDULE (c)

Attachment 6e) 2.4 NOD Construction Manual 2022 (v. 5)

Attachment 6f) 2.4mR & NOD Class Rule Proposal BUOYANCY CERTIFICATE (b)

Attachment 6g) 2.4mR & NOD Class Rule Proposal SEAT and PETER_HEADSAIL BOOM (e)

- Decision to Approve TC Proposal(s).

7. Proposals/Motions/Comments to Proposals from Member NCAs

Attachment 7a) proposals 2022 copy GBR

Attachment 7b) Proposition France 2.4

Attachment 7c) Proposition France 2.4 am12 (same as above with additional

Amendment to FRA Proposal 12)

Attachment 7d) CAN NCA Comments - Peter Wood

Attachment 7e) Comments GER_FRA

Attachment 7f) Comments GER_GBR

Attachment 7g) USA NCA Comments on Proposals and Class Document Changes

- Decision to Approve GBR NCA Proposals
- Decision to Approve FRA NCA Proposals

8. Future World and European Championships.

2023 World Championships

The 2023 International 2.4mR World Championship will be held at Näsijärvi Sailing Club, July 31 through August 5, 2023 in Tampere, Finland. This will also be the year of Näsijärvi Sailing Club's (Rikard Bjurstrom's club) 100th anniversary. The Executive committee has accepted and approved it.

2024 World Championships and beyond

The EC has been discussing options for the 2024 and 2025 World Championships. Generally due to difficulties with shipping/transporting boats and the availability of boats for charter, European venues such as Germany and Great Britain are the likely candidates though no formal applications have been received at this time.

Australia will be given priority for the 2026 Worlds as they have expressed interest early but have withdrawn previous bids due to Covid-19, shipping and travel disruptions.

All NCAs are requested to submit bid documents for future World / Continental Championships.

Attachment 8: Preliminary Schedule for European Regattas **TBD**

9. Elections

Attachment 9a) Nominations for Open Positions

Statements from Nominees:

Attachment 9b) Fia Fjelddahl Introductory Statement as Nominee for Vice President

Attachment 9c) John Seepe Introductory Statement as Nominee for Secretary

Attachment 9d) CV 2.4mR JP 2022-11-10

Attachment 9e) Niko Salomaa Introductory Statement as Nominee for Executive Director

- Proposal to Elect Officers

Attachment 9f) Ballot for Open Positions eAGM 2022

10. Decisions for the next year's work and commissions for the EC/TC

- Decision to adopt the proposed EC/TC work for 2023

11. Decisions for NCA annual dues and budget 2023

Proposed Dues and Budget 2023.

Introduction:

The Constitution requires that each AGM shall adopt the annual dues for the coming year. Dues were raised to 12 Euro at the 2013 AGM. The Executive Committee recommends dues to remain at 12 Euro per member for 2023.

Proposals for Decision:

1. The World Council determine the budget for 2023 to be as shown in attachment 4b).

12. Adjournment

2.4mR ICA 2022 Annual General Meeting ended at _____

Appendices(s)

Membership and voting rights for 2022 eAGM

Received Dues and Voting Rights by NCA from Treasurer's Report Dues Paid in 2021

NCA	Dues Received	#Members	Votes		
AUS	165	14	2	Members/#votes	
FIN	372	31	3	1 to 10	1
ITA	504	42	3	11 to 30	2
POL	12	1	1	31 to 60	3
NOR	408	34	3	61+	4
CAN	400	33	3		
AUT	144	12	2		
SWE	270	23	2		
GER	1068	89	4		
CZE	60	5	1		
USA	180	15	2		
NED	171.32	14	2		
HKN	84	7	1		
GBR	240	20	2		
FRA	264	22	2		
ESP	108	9	1		
IRL	72	6	1		
		377	35		

Notification of proxies given by absent NCAs

TBD

Attachment 3

Minutes of the International 2.4 Metre Class

Association
2021 Annual General Meeting

to be conducted via ZOOM
December 11, 2021
1400 UK, London Time

Meeting Details To Be Determined and Distributed ASAP

Meeting document

An eAGM was held on December 11, 2021 via ZOOM at 1400 UK/London time. Minutes are written as annotations in red in the eAGM document.

Agenda

a) Roll Call and Establish a Quorum. Election of a two person group to check and sign meeting minutes.
Tony P and Virgile B agreed to check the minutes.

2. Setting time limit on speakers and debate.
3. 2019 AGM and 2020 Special Meeting minutes information.
4. Reports
5. Proposals from the EC
6. Proposals from the TC
7. Proposals from member NCAs
8. Future World Championships and European Championships.
9. Elections
10. Decisions for the next year's work and commissions for the EC
11. Decisions for NCA annual dues and budget 2022
12. Adjournment

1. Roll Call and to establish a Quorum.

Attachment 1(A): Membership and voting rights for 2021 eAGM see attached attendance document, quorum requirements were met, attendees here:

Fifteen (15) NCAs were represented as follows:

Peter Russell <prussell@mayrussell.com.au>, AUS (2)

Georg Wietzorrek president@2point4.at, AUT (2)

Peter Wood pwood@magma.ca CAN (3)

Alexander Sadilek <alexander.sadilek@seznam.cz>, CZE (1)

Rikard Bjurstrom <rikard.bjurstrom@nebsails.fi> FIN (3)

Loic Eonnet <loic@eonnet.fr>, FRA (2)

Oliver Thies <kontakt@oliver-thies.com>, GER (4)

Virgile Bertrand <2point4racing@gmail.com>, HKN (1)

Christiana Michelino <segreteria@duepuntoquattro.it>, ITA (3)

Maria Poiesz <maria.poiesz@gmail.com>, NED (2)

Bjornar Erikstad <bjornar@bjornarerikstad.com>, NOR (3)

Javier Ugarte Bernaldo de Quirós <javierugartebernaldodequiros@gmail.com>, ESP (1)

Pekka Seitola <pekka.seitola@fyralinjer.com>, SWE (2)

Paul Schroeder <paul.schroeder0706@gmail.com>, GBR (2)

Tony Pocklington <captiva_24@yahoo.com> USA (2)

Also present:

Jean Paul Alexander EC Director

Bruce Millar EC Director

Tim Ripley EC Secretary

Simon Hill EC Treasurer

Stellan Berlin TC Chairman

Heiko Kroger Nominee for EC President, Observing

Daniel James CPS Group Zoom Moderator

Attachment 1(B): Notification of proxies given by absent NCAs (if any)

Acceptance of the roll call and setting the meeting.

2. Setting time limit on speakers and debate.

3. 2019 AGM and 2020 Special Meeting minutes information.

Attachment 3(A): The 2019 AGM minutes
Attachment 3(B): The 2020 Special Meeting Results
Bruce Millar moved to approve, 2019 AGM and 2020 Special Meeting minutes were approved.

4. Reports

Attachment 4(A): Report from the President

Lengthy discussion regarding President's report and issues regarding wording, ie IM appointment by WS not following their own rules. A future meeting will be held in which a modified "President's letter" will be discussed.

OD rules will also be revisited with TC/EC working on educating sailors and developing detailed specifications for builders so everyone is well informed.

A motion to amend the President's report passed unanimously.

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Attachment 4(B): Report from the Treasurer

Discussion regarding excess funds and marketing of the class, measurement education, promotional videos etc. Individual NCAs are able to request funds from the ICA for marketing/promotion projects / boat shows etc. which are suited to individual NCA's countries. The EC has typically granted 400 to 500 euros to NCAs presenting proposals for marketing / promotion of the 2.4mR.

The Treasurer's report was approved.

Attachment 4(C): Treasurer's Statement of Accounts
Attachment 4(D): Report from the Chairman of the Technical Committee

Discussion of TC report and need for EC and TC to work more closely together in the future to clarify / better understand reasoning and history behind rules and rule changes etc. and work to convey accurate information / education for sailors.

The World Council would like to recognize Stellan for his ongoing role as a TC member for his commitment to the class for many years upon his resignation as Technical Committee Chair.

The Technical Committee Chairman's report was approved.

Attachment 4(E): Report from the Auditor

It is planned to have these financial accounts completed and audited by 31st march 2022.

Introduction:

Statements for the fiscal year 2022 will be treated under this case. The budget for 2022 will be treated in section 11.

Proposals for Decision:

1. The World Council takes the report from the Vice President dated November 19, 2021 into account. See notes above.

2. The World Council takes the report from the Treasurer dated Nov 1, 2021 into account. World Council has approved the statements for the fiscal year 2020. See notes above.

The Statements for the fiscal year 2021 are not complete at time of document distribution but a partial statement is shown here for information purposes.

3. The World Council has taken the report from the chairman of the Technical Committee into account as dated 2021-XX-XX.

See notes above.

5. Proposal from the Executive Committee;

- No new proposals presented.

6. Proposal from the Technical Committee;

- No new proposals presented.

7. Proposals from Member NCAs

Attachment 7

CAN Proposal #1 regarding Meetings.

Discussion regarding meeting dates resulted in the general ideas being accepted, details of which will be determined with the EC and a planned review of the Class Constitution.

CAN Proposal #1 was amended subject to EC working out details. The amended proposal passed without objection.

CAN Proposal #2 regarding Review of Class Constitution.

CAN Proposal #2 was passed without objection. The EC will create a committee to review the Constitution and present change proposals at the 2022 AGM.

CAN Proposal #3 regarding Maximum Foot Roach

This proposal was amended to send to the Technical Committee for review and consideration to also be included in 2.4mR Open Rule. Amended proposal CAN #3 passed.

CAN Proposal #4 Collection of One Design Measurement Forms

The ICA should collect OD forms and 2.4mR certificates.

CAN Proposal#4 passed.

CAN Proposal #5 regarding Class providing 2500 Euros to assist funding Public Relations Media for 2022 World Championship.
Discussion ensued regarding funding daily reports, global press releases, hiring a professional media company to cover and post to multiple sailing news outlets. Media contract should be written so ICA has rights to any video/photos/articles produced. A media budget should be created with DIYC organizing committee so media companies can be interviewed. The Class should have shareable media for individual NCAs to customize for their own marketing. All World Championships, our premier event, should have media budgets and should be shared so event can be easily followed globally.

CAN Proposal #5 passed with one objection.

CAN Proposal #6 regarding amending 2.4mR and Norlin One Design Class Rules to allow the removal of the weight of the Seat from the weight of the boat when measured or checked.

OD rule has provision to remove seat from overall weight if seat weighs more than 4 kgs. TC should look at details to seat rule for consideration to apply to both Open 2.4mR and OD rules.

Amended CAN Proposal #6 was accepted for TC to review seat rules.

CAN Proposal #7 regarding amending 2.4mR and Norlin One Design Class Rules to allow the removal of the weight of the Headsail Boom (max 3.0kg) of the boat when measured or checked.

Development of a 'standardized jib boom kit' has the potential to make 2.4mR sailing accessible to additional sailors. An easily removeable jib boom would allow fundamental measurement/tank test without the jib boom in place.

Amended CAN proposal #7 was accepted for TC to investigate and work out the details.

FRA/NED/GBR Proposal to amend the Class Constitution to make the Treasurer a voting member of the EC.

A number of reasons both for and against this proposal were discussed such as the responsibility of the Treasurer's handling money as part of the EC so should have voting rights. However the current Constitution stipulates an odd number of voting members and adding one additional voting member would create the possibility for an even split on voting with no way to break a tie vote.

After discussion it was agreed to withdraw this proposal at this time and address the EC Treasurer voting rights as part of an upcoming update/rewrite of the Class Constitution.

8. Future World and European Championships.

2022 World Championships

The 2022 World Championships will be held at Davis Island Yacht Club, Tampa Florida, USA. The event will take place November 5-11, 2022. The Executive committee has accepted and approved it.

2023 World Championships and beyond

The 2023 International 2.4mR World Championship will be held at Näsijärvi Sailing Club, in Tampere, Finland. This will also be the year of Näsijärvi Sailing Club's (Rikard Bjurstrom's club) 100th anniversary.

Melbourne Australia will be given priority for the 2024 Worlds as they have expressed interest early but have withdrawn previous bids due to Covid-19.

All NCAs are requested to submit bid documents for future World / Continental Championships

Attachment 8: Preliminary Schedule for European Regattas

9. Elections

Attachment 9(A): Nominations.
Attachment 9(B): Statement from Jean Paul Alexander
Attachment 9(C): Resume' of Loic Eonnett
Attachment 9(D): Statement from Heiko Kroger

1. Proposal to elect: See list in Attachment 9(A)

The 2021 eAGM Voting Results are in the document titled 2021 eAGM Voting Results and summarized here:

The results of the 2021 eAGM Voting for Open EC/TC Positions:

President	Heiko Kroger
EC Directors	Bruce Millar, Jean Paul Alexander
EC Treasurer	Simon Hill
TC Chairman	Peter Russell
TC Members	Bruce Millar, Stellan Berlin, Rikard Bjurstrom

10. Decisions for the next year's work and commissions for the EC

Proposals for Decision:
See above proposals section for details of EC/TC work for 2022

1. Decision to adopt the proposed EC work for 2022

11. Decisions for NCA annual dues and budget 2022

Proposed Dues and Budget 2022.

Introduction:
The Constitution requires that each AGM shall adopt the annual dues for the coming year. Dues were raised to 12 Euro at the 2013 AGM. The Executive Committee recommends dues to remain at 12 Euro per member for 2022.

Proposals for Decision:

1. The World Council determine the budget for 2022 to be as shown in attachment 4(B).

12. Adjournment

2.4mR ICA 2021 Annual General Meeting ended at _18:30 UK Time_____

Respectfully submitted,

Tim Ripley
International 2.4mR Secretary

Attachment 4(a)

Dear Members,

The season has come to an end with the World Championships in Tampa USA. After 2 years in which the Corona Pandemic had severely slowed us down in our activities, we all hoped to return to the direction of a "normal state".
However, due to Russia's attack on Ukraine, the world has slipped into the next global crisis, which has also affected us sailors. Prices for raw materials and transport have risen again and supply chains are still very much slowed down or even disrupted.

Racing

Despite the difficult circumstances this year, we were able to hold a World, European and Para European Championship.
At the World Championship in Tampa/USA 39 participants from 8 nations competed and at the European Championship in Quiberon/FRA 38 participants from 11 nations.
These numbers are certainly lower than one would have expected 3 years ago, but at least we have fulfilled the minimum requirements for an international class as required by World Sailing.

Fortunately, the number of participants in the national championships increased in some cases or at least remained at their long-term level. It is positive to mention here that the Dutch NCA organised a national championship again for the first time.

In the USA and Canada, efforts (e.g. CanAm Series) to intensify class activities are very successful. Despite the long distances, the regattas are well attended and the class is growing.
In Europe, EUROSAF (European Sailing Federation) launched a European regatta series last year, combining existing regattas in European countries. There are now 108 sailors from 15 nations in the EUROSAF rankings this year.
We are also still on the Kiel Week programme, which is very important for our reputation internationally with its large media reach.

The international regatta calendar for 2023 will be published on the ICA website as soon as we have all the entries from the NCAs. I therefore ask all NCAs to report their dates to the EC in a timely manner.

EC and TC

The EC has been dealing with a wide range of issues in its meetings. In spring, the support for the organisation of the European Championships in

Quiberon was a central topic. Para World Sailing had approached the organisers with the wish to host a Para European Championship as part of the Open European Championship. Together with the organizing committee, Para World Sailing and the TC, we had to find a satisfactory solution for measuring the boats of the Para sailors and were finally able to work it out.
Another topic in the EC was and still is the revision of the Constitution. I had already sent a draft version of a new constitution to all NCAs and also received comments and suggestions for changes from you. These were summarised in a document and will be revised by a commission. The new constitution will be decided in a separate online meeting in spring 2023.

This year, the TC brought about the recognition of our new version of the 2.4mR Class Rule by World Sailing and completed the urgently needed revision of the 2.4 Norlin One Design Class Rules with great expertise and motivation. The previously valid OD Class Rule is no longer applicable due to the licence regulations described therein.
At this point I would like to emphasise that the OD Rule is not only about offering Para World Sailing a set of rules for Para events, but above all about the development and continuity of our class as a whole!

The future of our Class I - Availability of new boats

We urgently need additional boat builders to enable the worldwide availability of new boats. Fortunately, plans to build 2.4mR OD boats are taking shape in the USA and Australia. In Germany and the UK moulds for 2.4 OD boats are already completed or under construction.
For the boat builders in the USA, Australia and Germany, they will only build if the boats can get an OD measurement.
This should make everyone aware of the importance of the 2.4 NOD Rule for us.
I would therefore like to express my gratitude for the uncomplicated and constructive cooperation between the TC and EC. The documents available to us all for voting will enable the class to re-establish the legal framework for building new OD-certifiable boats.

The future of our Class II - hosting international events

The transport of our boats is currently a major challenge for us and will continue to be so in the future. As transport costs (fuel and containers) are not expected to drop to pre-2019 levels, we will have to think about how we can continue to organise our events in the future.

Can we only host World Championships in regions that are in close proximity to other countries with 2.4mR fleets and/or where there are sufficient charter boats available?
Are new event formats necessary where a certain number of boats are provided by the organising nation and the races are then sailed in groups?
There may be other options, but no matter what solution we choose, the availability of competitive charter boats that have the same speed potential is a key factor in making international championships a reality.
It is up to all of us to come up with creative ideas to find a way forward that is acceptable to all.

The Future of our Class III - National Level

In the last few years, the development of our class has been very different in the various nations and no uniform trend can be identified. Worldwide, many boat classes have experienced upswings and downswings, partly due to new and attractive classes. In the dinghy scene, it is the foilers, in the keelboat sector, for example, the J70, that have many new entrants. But our boat class is still attractive for many sailors. Otherwise, we would not have seen such growth in Germany, for example, over the last 10 years.
So the question is how we can ensure growth in all nations?
There is certainly no one right way, but there are certainly measures that can lead to success, adapted to the respective circumstances. In Germany, small events have been held in recent years where sailors from other classes could try out the 2.4mR and at the last event in Hamburg, several sailors even made the firm decision to buy boats and enter the 2.4mR class.
I'm sure there are more ideas that could be successful or already are. I would be very happy to receive your ideas and experiences and to publish them on our homepage.
For years, our class has had considerable financial resources that we can use to recruit new sailors.

The future of the class IV - Paralympic Games / Inclusion

In spring 2023, the International Paralympic Committee (IPC) will announce the decision on whether sailing will be reinstated as a sport in the Paralympics. In recent years, World Sailing has put a lot of work into the reinstatement of sailing, but at the moment it can only be speculated whether sailing has a chance of making it to the 2028 Games in Los Angeles USA.
The 2.4 NOD is still a class chosen by Para World Sailing for Para events and possibly the 2028 Paralympics.

In recent years, the term "inclusion" has come up more and more often in sailing and our class. Yet our boat class has always been inclusive from the very beginning. One could even rightly claim that the 2.4mR has laid the foundation for inclusive sailing.
The fact that some of our regattas are now explicitly dubbed inclusive may therefore cause us some surprise. For example, EUROSAF wants to organise the "Inclusive European Championships" in which the 2.4mR will compete. However, as the European Championship of the 2.4mR is basically implemented as an open and therefore inclusive event, at first glance there would be two inclusive championships in the same class. However, the EUROSAF event is a championship that is about promoting inclusion in sailing and the 2.4mR is the chosen equipment.

Para sailing has been administered by World Sailing and the Para World Sailing Committee since 2016. Even though our class does not differentiate between sailors with and without disabilities and our events are basically open, para sailing is important for our class. In many countries, people with disabilities do not start their sailing careers in the normal sailing clubs, but in specially equipped clubs/organisations that are supported by grants for people with disabilities. Often, subsidies are also paid to the organiser for regattas in order to adapt the infrastructure for sailors with disabilities. It therefore makes perfect sense for us to continue to work closely with the Para World Sailing Committee and to plan and implement our top international events together.

The future of our class V - new media

Thanks to the tireless work of Virgile Bertrand, we have a modern, appealing and informative homepage that is constantly being expanded and filled with up-to-date information. In the meantime, we are also visible on Facebook and Instagram and our posts are finding more and more followers.
Through these media, we have a strong marketing tool to promote ourselves and our class.

I therefore ask all members to like and share the content of our posts. This will give us the opportunity to attract even more attention.
We are currently discussing how we can create a section of our homepage exclusively as a forum for the members of the NCAs.

I look forward to seeing and talking to you at our AGM and wish us all a great 2023 season!

With the best regards,

Heiko Kröger
President

Attachment 4(b)

Treasurers Report 2022

The Class finances are in a strong position and expenditure in the past 12 months has been largely contained to the minimum required for website, zoom meetings and limited marketing costs. Income remains consistent with a small growth of historical NCA/members re-joining. The forecast presented last year has proven to be sound and true to the real figures that I now present to the Class in these un-audited accounts which are subject to amendment by Audit.

As the Treasurer is little more than a Cleric in the current organisational format of the management, I have taken to yet again to use this report to voice my thoughts on matters of finance and document openly my concerns regarding the activities of the past 11 months to the world council. I strongly request the world council reconsiders the position of treasurer and delivers the post a vote.

We have potentially several builders looking to build boats and as your treasurer I would like to see a proper "costed" forecast submitted to the Executive Committee from the Technical Committee for any funds that are required to support these builders. This was requested last year! (See below) and to date nothing meaningful has been presented.

I would not like to see the class funds being used to give a commercial advantage to any one builder or section of the class and careful consideration needs to given to this matter to ensure those builders who have already committed themselves to the class are not penalised. Builders entering the market should of course be encouraged and assisted but as an Open Class it would be wrong to allow One Design builders a commercial advantage with the use of class funds over and above the open class builders. Expenditure on the One design digital data in my opinion needs to go through the Executive Committee with a correctly budgeted and documented reason. These reasons should be:

- To maintain an accurate record of the NOD design before the data is lost due to the aging process of donor boats (Plugs).
- To produce building data/templates for which there is a pre agreed / EC agreed commercial arrangement for the use of this data/template.

It is regrettable that the activities of the Executive Committee have achieved very little this year and when a definitive statement is made on the future of Para Sailing in the Olympics, I hope the EC will use our funds to "reinvent the brand of the 2.4". This should be an orchestrated long term plan to develop our brand of "Sailing for Everyone" and in particular not favour any particular section of the class like "Para" or " One Design". Marketing should show a consistent message on both a global basis that filters down to the same message locally. If we use a unified theme across the world we will seen as a truly International Class.

In the first half of the year, the treasurer was excluded from attending Executive Committee meetings and I tendered my resignation on the basis that being excluded I could not fulfil my duly elected commitment to the class. My protest and demand for a place on the EC as a non voting member was agreed grudgingly after 3 months on the basis that a replacement could not be found. Had the treasurer not been at the Executive Meetings I would have been unable to influence expenditure requests that came up and this leads onto the following point.

During the later part of the year the EC had requests for un-costed projects for class funds and this is an excellent example and reason to yet again state to the world council that the treasurer MUST be both present at EC meetings and have a vote on the Executive committee so that his office can make objections and influence the safe management of class funds. Without this vote there is a risk that proper business practises are not maintain. I further state for the record that the class should not commit to projects that whilst they may be beneficial are totally open ended in cost.

I make no apology that I run tight control on the funds of the class and voice my concerns openly. I believe the world council expects this from a Treasurer and I look forward to the support and endorsement from the world council to maintain this position and give the treasurer a voting voice.

My Financial Budget for the forthcoming year is that we can expect an income similar to last year of:

2023 Conservative Estimated of Income

5,000 euros Membership fees
1,000 /1500 euros Plaque Fees

Membership revenue is steady and with the potential of 2 or 3 new builders from around the world, my estimate might easily be wrong with more boats built and increased revenue.

Plaque numbers are of course a wild guess and as already mentioned this figure could easily be double the forecast.
.

	2021 Members	2020 members	2019 members	2018 Members	2017 Members
Australia NCA	14	15	18	23	20
Austria NCA	12	12	13	0	0
Canada NCA	33	26	25	30	20
CZE NCA	5	4	3	2	0
Finland NCA	31	33	31	30	33
France NCA	22	11	15	0	12
Germany NCA	89	88	88	82	66
Hong Kong	7	8	8	11	12
Ireland NCA	6	5	8	0	0
Italy NCA	42	40	40	40	40
Netherlands NCA	14.	14	15	15	21
Norway NCA	34	23	32	32	33
Poland NCA	1	1	1	1	1
Spanish NCA	9				
Sweden NCA	23	25	27	34	35
UK NCA	20	24	30	34	33
USA NCA	15	20	14	9	16
Totals	377	349	368	343	342

2023 Expenditure

Our fixed costs in 2022 will be mainly the management of website and this will be in the region of Euros 1,500 to include webmaster, webhosting and limited media replacement.

There are no formal costings on Digital Scans or Moulds presented to the EC, nor any proposals on how this expenditure will be reclaimed from potential builders. I am therefore unable to present any budget on expenditure or income on this cost.

Regrettably working within a vacuum of poor communication and a lack of meeting reports has been consistent issue throughout the past year. There has been no discussion on marketing of the class and whilst we have significant financial resources that could be to used on developing the image of the class, I am again unable to offer any forecast. All I would ask is that rather than unplanned, uncoordinated marketing we engage in a consider organised marketing drive at both a global and local level with a view to generate a long and short term strategy and "brand message".

We are a very small Class and with the healthy bank account I support using these funds to make the world smaller and help with communications, training, and general knowledge.

Simon Hill
GBR1022

****** extract from 2021 Treasurer statement which has not been addressed:***
There has been a discussion within the EC on using the class funds to produce a digital scan of the one design hull. Whilst this sounds like a great idea, a digital scan is primarily used to make moulds and is not used in the measurement of individual boats. The scan is there to make moulds for new manufacturers at an agreed specification. The cost of a digital scan and preparation of the data could be between 5,000 and 10,000 euros and as your treasurer I would wish to seek world council approval at an AGM before committing to this level of expense and more importantly world council agreement on the purpose and what use such a scan would be used for. Again, this is a matter for the Technical Committee to report to the Executive Committee on and then to the world council.

Attachment 4(c)

2021 Statement of accounts
International 2.4 Mr Class Association Income and Expenditure
not audited
Year End 31st December 2021

Income	
Subscriptions	
One Design	
World Sailing	
Recievable world sailing	
Totals	**E**

Expenses	
Sponsorship	EUR 0.00
Expenses Travel	EUR 0.00
World sailing Fees	EUR 0.00
Banks Costs / Transfer Fees	EUR 0.00
OD Fees NYD	EUR 0.00
Website	EUR 720.00
Exhibitions and marketing	EUR 867.91
Legal and Accountancy	EUR 163.75
Totals	**EUR 1,751.66**

Surplus / Deficit	**EUR 3,958.75**

Statement of Assets and Liabilities	
Bank Balance 31st December 2021	**EUR 50,726.34**
Payable	**EUR 0.00**
Receivable	**EUR 0.00**
Nett Assets	**EUR 50,726.34**

Member Fees and Members

	2020 Nett Fee	2020 Members	Votes	Comments
Australia NCA	EUR 165.00	14	2	
Austria NCA	EUR 144.00	12	2	
Canada NCA	EUR 400.00	33	3	
CEZ NCA	EUR 60.00	5	1	
Finland NCA	EUR 372.00	31	3	

France NCA	EUR 264.00	22	2			
Germany NCA	EUR 1,068.00	89	4			
Hong Kong	EUR 84.00	7	1			
Ireland NCA	EUR 72.00	6	1			
Italy NCA	EUR 504.00	42	3			
Netherlands NCA	EUR 171.32	14	2			
Norway NCA	EUR 408.00	34	3			
Poland NCA	EUR 12.00	1	1			
Spain	EUR 108.00	9	1			
Sweden NCA	EUR 276.00	23	2			
UK NCA	EUR 240.00	20	2			
USA NCA	EUR 180.00	15	2			
Totals	EUR 4,528.32	377				

Plaque Revenue

	Revenue
Q1	EUR 1,041.32
Q2	
Q3	
Q4	EUR 140.77
Totals	EUR 1,182.09

All Transactions frombank accounts

Payee	Date	Receipts	Comments	Withdrawals	Comments
Metro Com	21 January 2021			EUR 120.00	Web Hosting
Nisse West	21 January 2021			EUR 600.00	WebMaster
World Sailing	19 February 2021	EUR 1,041.32	World Sailing		
William Russell	22 February 2021	EUR 165.00	NCA Fees- Australia		
Suomen 2.4	23 February 2021	EUR 372.00	NCA Fees-Finland		
Class Italiana	24 February 2021	EUR 504.00	NCA Fees - Italy		
Szumowski	24 February 2021	EUR 12.00	NCA Fees-Poland		
Reidar Sarheim	25 February 2021	EUR 408.00	NCA Fees-Norway		
Canadian 2.4	25 February 2021	EUR 400.00	NCA Fees- Canada		
Austrian 2.4	25 February 2021	EUR 144.00	NCA Fees- Austria		
Svenska	01 March 2021	EUR 276.00	NCA Fees-Sweden		

Deutshe 2.4mr	01 March 2021	EUR 1,068.00 NCA Fees-Germany	
Alexander Sadielek	01 March 2021	EUR 60.00 NCA Fees-CEZ	
Tranfer	01 March 2021	EUR 180.00 NCA Fees-USA	
WA Jonker	02 March 2021	EUR 171.32 NCA Fees-Netherlands	
Foreign Transfer	05 March 2021	EUR 84.00 NCA Fees-Hong Kong	
Foreign Transfer	08 March 2021	EUR 240.00 NCA Fees-UK	
France 2.4	14 April 2021	EUR 204.00 NCA Fees-France	
Soren Hese	01 June 2021		EUR 285.60 Photograhy
Espanola 2.4	01 September 2021	EUR 108.00 NCA Fees - Spain	
World Sailing	18 October 2021	EUR 140.77 World Sailing	
France 2.4	27 October 2021	EUR 60.00 NCA Fees-France	
2.4 Mr Class	29 October 2021	EUR 72.00 NCA Fees-Ireland	
Zoom AGM	29 November 2021		EUR 582.31 AGM Orgainisers
Ashfield Accountancy	17 December 2021		EUR 163.75 Accountancy
Totals		**EUR 5,710.41**	**EUR 1,751.66**

Attachment 4(d)

2.4mR TC eAGM 2022 Report

2.4mR Technical Committee

Peter Russell (AUS) Chairman

Bruce Millar (CAN) EC Representative

Stellan Berlin (SWE)

Rikard Bjurstrom (FIN)

Keith Gordon (GBR) Class Chief Measurer

Thomas Jatsch (GER)

2.4mR Technical Committee Meetings

The TC has had 8 electronic meetings and regular email communication during 2022.

A EC Meetings

Bruce Millar acted as TC representative for EC meetings. TC meeting minutes have been produced after each meeting and issued to the EC for information.

B NOD certification

NOD certification explanatory video under production by Bruce Millar. NCAs are encouraged to follow-up certification with owners – 17 2.4 NOD boats from North America certified this year. 2.4 NOD boat event NORs to include requirement for owners to issue certificates to organising authorities.

C WS approval of 2015 & 2018 amendments to 2.4mR Class Rules

World Sailing (WS) publication of new 2.4mR Class Rules incorporating the 2015 and 2018 AGM amendments is scheduled for mid-November 2022. Thanks to Stellan Berlin for accomplishing this approval.

D Spar rule change resulting from ERS change for 2.4 NOD class

2.4 NOD Class Rule Proposal SPAR issued for World Council approval. **E**

Seat removal rule change for 2.4mR and 2.4 NOD classes

2.4mR and 2.4 NOD Class Rules changes to allow seat removal issued for World Council information – refer eAGM 20221 minutes for approval.

F Headsail Boom removal rule change for 2.4mR and 2.4 NOD classes

2.4mR and 2.4 NOD Class Rules changes to allow headsail boom removal issued for World Council information – refer eAGM 2021 minutes for approval.

G Official Measurer database

Official measurer database established. All NCAs to advise Official Measurers details in each country.

H Measurer training strategy

Rikard Bjurstrom undertaking 2.4mR measurement skilling with IM Matti Muoniovaara. IM Keith Gordon working with Thomas Jatsch with view to obtaining IM qualification. Peter Coleman (AUS) has now attained 2.4mR official measurer qualification.

I 2.4 NOD boat builders

EC meeting of 27 June 2022 instructed the TC as follows:

- replace «licenced builder' with «accredited builder» in 2.4 NOD class documents and allow certification of boats built by previously licenced builders (refer EC minutes of meeting for details).
- review clarity of the 2.4 NOD deck specification.
- review 2.4 NOD accredited builder application pathway.

TC issued a 2.4 NOD Class Rules Licenced Builder interpretation in August 2022. 2.4 NOD boats have been certified on the basis of this interpretation.

Accredited builder is included in the proposed 2.4 NOD Class Rules 2022 and 2.4 NOD Construction Manual 2022 subject to World Council approval.

The 2.4 NOD deck is defined in the 2.4 NOD class rules and associated drawings – the deck proflie has been redrawn as Construction Manual drawing J3 for the avoidance of any questions. The hull includes the deck under 2.4 NOD Class Rule D.1.1.

The 2.4 NOD accredited builder pathway has been redefined and issued to potential builders following receipt of applications. A TC contact person is defined for each potential builder. Accredited builder submissions shall include the following details prior 2.4 NOD boat certification: ✞ *Prototype measurement – refer WS regulation 10.5 (f) (vi)*

- ✞ *Lay-up design*
- ✞ *Hull/keel stiffness*
- ✞ *Chain plate deflection*
- ✞ *2.4mR WS plaque*
- ✞ *2.4 NOD Measurement Report*
- ✞ *2.4 NOD plaque*
- ✞ *Class Rules Compliance Declaration*
- ✞ *Design deviations approval*

2.4mR builders are as follows:

- ✞ *SUPER 3 (UNITED KINGDOM)*
- ✞ *MALMSTEN BOATS (SWEDEN)*

The work of Brian Harding in developing the Super 3 and successfully exporting 2.4mR boats around the world is acknowldged as sustaining the class in the difficult period from 2019.

OY KAPH GROUP AB (CHARGER SAILING) (FINLAND) 2.4 NOD builder licence was not appoved by the EC in 2019 and they have ceased production of 2.4 NOD boats. Expressions of interest to build 2.4 NOD boats have been recieved from the following countries:

- ✞ *USA – TC contact Bruce Millar*
- ✞ *Australia TC contact Peter Russell*
- ✞ *Germany – TC contact Thomas Jatsch*
- ✞ *United Kingdom – TC contact tbc*

J Boat scan for NOD digital file as referenced under NOD Construction Manual

EC meeting of 14 September 2022 aproved the TC procuring a data file describing the 2.4 NOD boat as defined in the 2.4 NOD Construction Manual 2011.

The TC notes that the ICA 2.4 NOD boats scan is to be a controlled scan of a recent 2.4 NOD boat that has been jig/template measurement checked with mid dimension tolerances – 2.4 NOD boats have been identified as complying with these requirements.

11 sets of the ICA templates defined under 2.4 NOD Class Rules J2 Templates were manufactured by Charger after publication of the 2.4 NOD Class Rules 2011 and distributed to MNAs around the world. Template drawings J3-6 are available for review. All templates are required to be ICA approved.

K World Championship inspection plan and forms

World Championship inspection plans and forms including - Event Form, Inspection Plan, Haul-out Form and Substitution Form are published on website.

L 2.4mR World and Continental Championship Management Manual update

Draft 2.4mR World and Continental Championship Management Manual (v.6), responding to EC comments, issued to EC for review and website publication. **M 2.4mR and 2.4 NOD measurement form update**

2.4mR measurement form update pending WS 2.4mR class rule amendments approval. Updated 2.4 NOD Measurement Form published on website.

N Certification process

2.4mR and 2.4 NOD certification process details and flowchart published on website.

O Measurement Manual update

2.4mR and 2.4 NOD measurement manuals to be revised pending WS 2.4mR class rule amendments approval and WC 2.4 NOD class rules amendments approval.

P Class Rules education

A program of class rules education is being developed by the TC.

The 2.4mR Class is a development class granted international status in 1993. The 2.4mR Class is administered by Member National Authorities (MNAs) under delegation by World Sailing (WS). Where there is no MNA the International Class Association (ICA) may carry out administrative functions.

The 2.4 NOD Class is a restricted class based on the Norlin Mark III introduced in 2011. The 2.4 NOD Class hulls and rudders are manufacturer controlled with rigs and sails measurement controlled. The 2.4 NOD Class is administered by the ICA.

Class Rules are prepared from the World Sailing 'Standard Class Rules template' in accordance with World Sailing recommendations.

> *«As part of the World Sailing initiative to improve and standardise class rules and certification for the sailor, the Standard Class Rule template and Equipment Rules of Sailing has been developed. Through a common format, individuals can find relevant sections of each class rules easily and effectively. The World Sailing can consult and advise to aid a class in encompassing this rules system within their class. Class Rules are bs]ased on the ERS.»*

Class Rules are rules that specify the boat, the crew, the personnel and portable equipment, and any other equipment limited by the Class and their certifications and administrations.

The Class Rules are read in conjunction with the Equipment Rules of Sailing (ERS) which provide more general governance of the equipment used in the sport.

It is the owners responsibility to ensure that their boat complies with the Class Rules and has a valid certificate.

Q Sail Numbers

The TC has reviewed sail number rules and recommends retaining the existing sail numbers rules with sail numbers issued by MNAs (not plaque numbers). The TC notes that timely WS approval of 2.4mR class rule changes is not guaranteed and new rating certificates would be required at owner's cost. Sail numbers are required to comply wirth RRS Appendix G Identification on Sails. The TC notes that personal sail numbers (which may be plaque numbers) are permitted subject to approval by the MNA.

R WC NOR Template

The TC recommends that the WC NOR template should be deleted from reference documents and the website – not in accordance with currrent World Sailing (WS) Racing Rules of Sailing.

S Buoyancy Certificate – add provison for approved person.

Corrected Buoyancy Certificate template published on website. A Buoyancy check may now be carried out and the ICA Buoyancy Certificate completed and signed by an official measurer or a competent individual assigned by the Technical Committee.

T 2.4 NOD Class Rules, Construction Manual and Measurement Form review.

CLASS RULES

Draft 2.4 NOD Class Rules 2022 issued for World Council approval. Refer to 2.4 NOD Class Rules 2022 Proposal Schedule for list of proposed changes.

2.4 NOD class rule update includes World Sailing, dimensions check, formatting and proposed rule changes as follows:

- Accredited Builder
- Buoyancy Certificate
- Seat & Headsail Boom
- Spar Definition

Key principles guiding 2.4 NOD class rules development:

- The 2.4 NOD is a class of 2.4mR boat
- The 2.4 NOD class rules should not include barriers to increased sailing participation
- The accredited builder should certify boat compliance with the 2.4 NOD class rules

CONSTRUCTION MANUAL

Draft 2.4 NOD Construction Manual 2022 issued for World Council approval.

2.4 NOD Construction Manual 2022 update includes World Sailing, dimensions check, formatting and proposed rule changes as follows:

- Accredited Builder

2.4 NOD Construction Manual 2022 update includes proposed changes as follows:

- 2.4 NOD boat manufacture from moulds in accordance with the ICA data file added.
- Hull shell defined as including deck, keel and standard rudder.
- Peter Norlin origional drawings referenced in the 2.4 NOD Construction Manual 2011 have been deleted as the drawings do not comply with the proposed 2.4 NOD Class Rules 2022.
- Hull and deck lamination compliance with 2.4 NOD class rule D.2.3 (c) added.
- Assembled hull dimensions cordinated with new 2.4 NOD Constrcution Manual drawings J1 MEASUREMENT SECTIONS AND ASSEMBLED HULL DIMENSIONS, J2 TEMPLATES, J3 DECK LAYOUT, J4 SECTION. New Drawings J1-J4 added to 2.4 NOD Construction Manual to facilitate availability.
- Keel girth added to assembled hull dimensions.
- Fittings compliance with 2.4 NOD drawings deleted.

MEASUREMENT FORMS

Boom cross section, mast weight, class rule references and general update completed and published on website

U Mid-year measurement forum

Mid-year measurement forums to be programmed by EC starting in 2023.

V ICA Constitution

TC advice on TC responsibilities specified in proposed new ICA Constitution ongoing.

W 2.4mR USA World Championship 2022

TC reviewed the 2.4mR USA World Championship 2022 NOR - Disabled, Mixed Inclusion Team and Youth trophies added – technical inspection requirements confirmed.

X 2.4mR European Championships & Parasailing European Championship 2022

Low 2.4 NOD certification numbers noted. NOR amendment approved to allow event to be sailed in 2.4mR boats with classification used to identify Parasailors. 10 buoyancy checks required. **Y 2.4 NOD boat builders**

Updated 2.4 NOD accredited builder application process finalised by TC.

Bruce Millar advised Rudy Trejo is possible 2.4 NOD builder in USA, ICA data file required for production.

Peter Russell advised Michael Bunyard is possible 2.4 NOD builder in Australia, ICA data file required for production.

Heiko Kroger advised Thomas Bergner is possible 2.4 NOD builder in Germany.

Brian Harding has advised interest in building 2.4 NOD boats in the United Kingdom.

Peter Russell

Chairman of the 2.4mR Technical Committee

12 October 2022

Attachment 4(e)

(see Treasurer Statement 4(b)

Attachment 5

2022 eAGM
***Constitution* Proposal from the EC.**

The Executive Committee (EC) of the International 2.4mR Class proposes the following:

Hold an electronic meeting via Zoom or other means like an eAGM with all parties (EC, TC, and Member NCA's) in order to vote on the ***ratification of a revised Class Constitution***. This meeting would follow the timeline procedures as normal in an eAGM.

Example: 60 days before meeting copy of *Proposed Constitution* would be distributed to the member NCA's for comment.

The meeting to be held late spring or early summer (May, June, July??) (Exact Date to be confirmed by the EC).

Reason

The EC has begun work on a revised Constitution. An ad hoc committee has been formed and finalization of this committee and the procedures is underway. The EC would like to have a new constitution in effect for the eAGM 2023. With a deadline of late spring/early summer.

With a new Constitution in place for the 2023 eAGM any items requiring a vote can be accomplished in a timely manner. The eAGM meeting will normally be held early December 2023 and a minimum of 60 days is needed before this meeting to distribute motions.

Under consideration is increasing the number of EC Directors as well as changing time limits on the EC/TC. Many additional items need to be considered.

If a new Constitution were not ratified ahead of the eAGM the meeting would be overwhelmed. In this situation other proposals and items would not be dealt with in a timely way. No participant wants to spend more that 2-1/2 hours at an eAGM. Last year the 2022 eAGM saw the best attendance of NCA's but many complained about the length of the meeting.

Bruce Millar

EC Director

Attachment 6(a)

International 2.4mR Class Association, Technical Committee

R = (L + 2d – F + √S) / 2.37 = 2.4

2.4 Norlin One Design NOD Class Rules Proposal

Background

2.4 NORLIN ONE DESIGN CLASS (NOD): The 2.4 NOD Class is a restricted class based on the Norlin Mark III and introduced in 2011. The 2.4 NOD Class hulls, keels and rudders are manufacturer controlled with rigs and sails measurement controlled.

The 2.4 NOD class was introduced in 2011 with boats able to race in open 2.4mR events and closed 2.4 NOD events.

The 2.4 NOD class rules prescribe that hulls, keels and rudders supplied by Licenced Builders are manufacturer controlled to "closed rules" and are required to comply with the 2.4 NOD Construction Manual. 2.4 NOD Class Rules were prepared in accordance with the World Sailing closed class rules template by the ICA OD committee including designer Peter Norlin.

The ICA is the class authority of the 2.4 Norlin One Design class. The Licenced Builder is responsible for certification control of 2.4 NOD boats.

INTERNATIONAL 2.4MR CLASS ASSOCIATION: The ICA Executive Committee (EC) meeting dated 27

June 2022 confirmed that the issue of licences to 2.4 NOD builders is not supported by the EC.

The EC meeting of 27 June 2022 instructed the ICA Technical Committee (TC) to prepare a 2.4 NOD Class Rule amendment changing "*licenced*" builder to "*accredited*" builder and "*boats built since the cancellation of builder licencing are eligible for OD measurement if they were built buy previously licenced builders"*.

This follows earlier advice from the EC meeting dated 5 March 2021 as follows:

> *"Any boats that have been manufactured since date of the Charger Technologies bankruptcy (June 3, 2019) from moulds previously licensed may apply for 2.4mR / OD certification if they fit the templates and conform with relevant class rules. This will apply until a subsequent AGM resolves the situation and will allow owners of boats built during said period to receive OD certificates for their boats."*

A2.4 NOD Class Rule Interpretation has been issued to enable 2.4 NOD boats build by previously licenced builders to be certified pending approval of 2.4 NOD Class Rule amendments by the ICA World Council (WC). The 2.4 NOD Class Rule Interpretation is deemed to remove the "licenced' builder requirement for all NOD Class documents including agreements, manuals and templates.

Existing Rules

INTRODUCTION

These Class Rules apply to 2.4 Norlin One Design boats. These boats may race in both open 2.4mR Class events and in closed 2.4 Norlin One Design events such as Paralympics, IFDS World Championships or other events, which have been given such status.

The 2.4 Norlin One Design hulls, rudders and rigs supplied by the Licensed Builder are manufacturing controlled. Rigs and sails are measurement controlled as well as boats built before 2011-03-01

The 2.4 Norlin One Design hulls and rudders shall only be manufactured by Licensed Builders – in the class rules referred to as licensed hull builder. Equipment is required to comply with the 2.4 Norlin One Design Construction Manual and is subject to a manufacturing control system approved by the ICA.

2.4 Norlin One Design hulls, rudders, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of these Class Rules.

Owners and crews should be aware that compliance with rules in Section C is NOT totally checked as part of the fundamental certification.

Rules regulating the use of equipment during a race are contained in Section C of these Class Rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the 2.4 Norlin One Design Class Rules proper begin on the next page.

These Rules are "Closed Rules". Anything not specifically allowed by these rules is "Prohibited"

A.9 INTERNATIONAL 2.4MR CLASS FEE AND ISAF BUILDING PLAQUE

A.9.1 The licensed hull builder shall equip the boat with a 2.4mR Class ISAF plaque.

A.10 2.4 NORLIN ONE DESIGN LICENSE FEE AND 2.4 NORLIN ONE DESIGN CLASS STICKER

A.10.1 The licensed hull builder shall pay the License Fee to the ICA as stated in the License Agreement between the hull Builder and the ICA.

A.10.2 The ICA or its accredited representative shall, after having received the License Fee for the hull, send the 2.4 Norlin One Design Class sticker to the licensed hull Builder.

A.10.3 An owner of a hull built before 2011-03-01, which has been approved to comply with these rules, shall send this documentation to the ICA together with the registration fee.

A10.4 The ICA or its accredited representative shall, after having received the registration fee and documentation according to A.10.3, send the 2.4 Norlin One Design Class sticker to the owner.

A.14 INITIAL HULL CERTIFICATION

A.14.1 For a **certificate** to be issued to a hull built after 2011-03-01 not previously **certified**:

(a) **Certification control** shall be carried out by the builder as "in house certification", IHC. The ICA certification report form shall be used for the 2.4 Norlin One Design certificate, and the 2.4mR measurement report form for the 2.4mR hull certificate. If the builder has not been approved for that, the **certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used for submission of the 2.4 Norlin One Design certificate

(b) When the hull and the rig is supplied by two different builders, the rules in (a) shall apply for both builders.

(c) The certification and or measurement report(s) together with a copy of the 2.4mR certificate and **certification** fee shall be sent to the ICA (certification authority).

(d) Upon receipt of a satisfactorily completed certification/measurement report, the copy of the 2.4mR certificate and **certification** fee, the ICA (certification authority**)** shall issue a **certificate** and send it to the owner. The ICA certificate form shall be used

A.14.2 For a certificate to be issued to a hull built before 2011-03-01 not previously certified:

(a) **Certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used.

(b) The measurement report(s), a copy of the 2.4mR **certificate**, and **certification** fee shall be sent to the ICA (certification authority).

(c) Upon receipt of a satisfactorily completed measurement report , a copy of the 2.4mR certificate, and **certification** fee the ICA (certification authority**)** may issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

D.2 GENERAL HULL

D.2.7 BUILDERS

(a) The **hull** shall be built by a builder licensed by the ICA.

(b) All moulds shall be approved by the ICA.

(c) **Hulls** built before 2011-03-01 are excluded from (a) and (b) and shall comply with the rules in Section K.

E.2 GENERAL RUDDER

E.2.3 MANUFACTURERS

(a) Manufacturers of the rudder shall be a licensed builder. See D.2.7.

F.2 GENERAL RIG

F.2.5 MANUFACTURER

(a) No licence is required.

G.2 GENERAL SAILS

G.2.3 SAILMAKER

(a) No licence is required.

Proposed Rules

INTRODUCTION

These Class Rules apply to 2.4 Norlin One Design boats. These boats may race in both open 2.4mR Class events and in closed 2.4 Norlin One Design events such as Paralympics, WS World Championships or other events, which have been given such status.

The 2.4 Norlin One Design hulls, rudders and rigs supplied by the Accredited Builder are manufacturing controlled. Rigs and sails are measurement controlled as well as boats built before 2011-03-01

The 2.4 Norlin One Design hulls and rudders shall only be manufactured by Accredited Builders – in the class rules referred to as an accredited hull Builder. Equipment is required to comply with the 2.4 Norlin One Design Construction Manual and is subject to a manufacturing control system approved by the ICA.

2.4 Norlin One Design hulls, rudders, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of these Class Rules.

Owners and crews should be aware that compliance with rules in Section C is NOT totally checked as part of the fundamental certification.

Rules regulating the use of equipment during a race are contained in Section C of these Class Rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the 2.4 Norlin One Design Class Rules proper begin on the next page.

These Rules are “Closed Rules”. Anything not specifically allowed by these rules is “Prohibited”

A.9 INTERNATIONAL 2.4MR CLASS FEE AND ISAF BUILDING PLAQUE

A.9.1 The accredited hull builder shall equip the boat with a 2.4mR Class WS plaque.

A.10 2.4 NORLIN ONE DESIGN LICENSE FEE AND 2.4 NORLIN ONE DESIGN CLASS STICKER

A.10.1 The accredited hull builder shall pay the 2.4 NOD Fee to the ICA as stated in the 2.4 NOD Agreement between the accredited hull builder and the ICA.

A.10.2 The ICA, or its delegate shall, after having received the 2.4 NOD Fee for the hull, send the 2.4 NOD class sticker to the accredited hull builder.

A.10.3 An owner of a hull built before 2011-03-01, which has been approved to comply with these **class rules**, shall send this documentation to the ICA together with the registration fee.

A.10.4 An owner of a hull built by a licenced hull builder between 2011-03-01 and 2019-06-02, or a hull built by a previously licensed hull builder after 2019-06-03, not previously certified, shall send this documentation to the ICA together with the registration fee.

A10.5 The ICA, or its delegate shall, after having received the registration fee and documentation according to A.10.3, send the 2.4 NOD Class sticker to the owner.

A.14 INITIAL HULL CERTIFICATION

A.14.1 For a **certificate** to be issued to a hull built after 2019-06-03 not previously **certified**: (a) **Certification control** shall be carried out by the accredited hull builder as "in house certification", IHC. The ICA certification report form shall be used for the 2.4 NOD certificate, and the 2.4mR measurement report form for the 2.4mR hull certificate. If the accredited hull Builder has not been approved for IHC, the **certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used for submission of the 2.4 NOD certificate

(b) When the hull and the rig is supplied by two different builders, the rules in (a) shall apply for both builders.

(c) The certification and or measurement report(s) together with a copy of the 2.4mR certificate and **certification** fee shall be sent to the ICA.

(d) Upon receipt of a satisfactorily completed certification/measurement report, the copy of the 2.4mR certificate and **certification** fee, the ICA shall issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

A.14.2 For a certificate to be issued to a hull built before 2011-03-01 not previously **certified**:

(a) **Certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used.

(b) The measurement report(s), a copy of the 2.4mR **certificate**, and **certification** fee shall be sent to the ICA.

(c) Upon receipt of a satisfactorily completed measurement report, a copy of the 2.4mR certificate, and **certification** fee the ICA may issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

A.14.3 For a certificate to be issued to a hull built by a licenced hull builder between 2011-03-01 and 2019-06-02 not previously **certified**:

(a) **Certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used.

(b) The measurement report(s), a copy of the 2.4mR **certificate**, and **certification** fee shall be sent to the ICA.

(c) Upon receipt of a satisfactorily completed measurement report, a copy of the 2.4mR certificate, and **certification** fee the ICA may issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

A.14.4 For a certificate to be issued to a hull built by a previously licensed hull builder after 201906-03 not previously **certified**:

(a) **Certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used for submission of the 2.4 Norlin One Design certificate

(b) The certification and or measurement report(s) together with a copy of the 2.4mR certificate and **certification** fee shall be sent to the ICA.

(c) Upon receipt of a satisfactorily completed certification/measurement report, the copy of the 2.4mR certificate and **certification** fee, the ICA shall issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

D.2 GENERAL HULL

D.2.7 BUILDERS

(a) The **hull** shall be built by an accredited hull Builder.

(b) All moulds shall be approved by the ICA.

(c) **Hulls** built before 2011-03-01 are excluded from (a) and (b) and shall comply with the rules in Section K.

E.2 GENERAL RUDDER

E.2.3 MANUFACTURERS

(a) Manufacturers of the rudder shall be an accredited hull Builder. See D.2.7.

F.2 GENERAL RIG

F.2.5 MANUFACTURER

(a) Rig builder is optional.

G.2 GENERAL SAILS

G.2.3 SAILMAKER

(a) Sailmaker is optional.

Peter Russell

Chairman 2.4mR ICA Technical Committee

Attachment 6(b)

International 2.4mR Class Association, Technical Committee

R = (L + 2d – F + √S) / 2.37 = 2.4

2.4 NOD CLASS RULES – SPAR

Existing Rule

F.3 MAST

F.3.1 MATERIALS

(a) The spar shall be of aluminium alloy.

Proposed Rule

F.3 MAST

F.3.1 MATERIALS

(a) The spar (excluding fittings and corrector weights) shall be of aluminium alloy. The mast crane and spreaders shall be of aluminium alloy.

Explanation

The Equipment Rules of Sailing (ERS) 2021-24 define a spar as including fittings and corrector weights which as the spar material is controlled requires fittings and corrector weights to be excluded.

The mast crane and spreaders are controlled as aluminium alloy to be consistent with standard mast manufacture.

Peter Russell
Chairman of the 2.4mR Technical Committee.

Attachment 6(c)

2.4 NORLIN ONE DESIGN
CLASS RULES

2022 draft

The Norlin mark III design for the 2.4mR Class, which was adopted as an international class in 1993, was designed in 1987 by Peter Norlin.

The Norlin mark III design was chosen to be the 2.4 Norlin One Design boat. The 2.4 Norlin One Design Class was introduced as a Class in 2011.

INDEX

INTRODUCTION

These **class rules** apply to 2.4 NOD boats. These boats may race in both open 2.4mR Class events and in closed 2.4 NOD events such as Paralympics, WS World Championships or other events, which have been given such status.

The 2.4 NOD **hulls** including decks, **keels** and **rudders** supplied by the accredited builder are manufacturing controlled. **Rigs** and **sails** are measurement controlled as well as boats built before 2011-03-01.

The 2.4 NOD **hulls** including decks, **keels** and **rudders** shall only be manufactured by accredited builders – in the **class rules** referred to as an accredited hull builder. Equipment is required to comply with the 2.4 NOD Construction Manual and is subject to a manufacturing control system approved by the ICA.

2.4 NOD **hulls** including decks, **keels** and **rudders** may, after having left the manufacturer, only be altered to the extent permitted in Section C of these **class rules**.

Owners and crews should be aware that compliance with rules in Section C is NOT totally checked as part of the fundamental certification.

Rules regulating the use of equipment during a race are contained in Section C of these **class rules**, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the 2.4 NOD **class rules** proper begin on the next page.

These Rules are ***Closed* Class *Rules***. Anything not specifically allowed by these rules is prohibited.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word "shall" is mandatory and the word "may" is permissive.

A.2 ABBREVIATIONS A.2.1 WS

World Sailing

MNA	World Sailing Member National Authority
ICA	International 2.4mR Class Association
NCA	National Class Association
2.4 NOD	2.4 Norlin One Design boat

ERS Equipment Rules of Sailing RRS Racing Rules of Sailing

A.3 AUTHORITIES

A.3.1 The 2.4 NOD **class authority** is the ICA.

A.3.2 No legal responsibility with respect to these **class rules**, or accuracy of measurement, rests with:

World Sailing,
the MNA, the
ICA,
an NCA,
the **certification authority**, CA an
official measurer.

No claim arising from these **class rules** will be entertained.

A.3.3 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate.**

A.4 ADMINISTRATION OF THE CLASS

A.4.1 The ICA is responsible for administration of the class.

A.5 WS RULES

A.5.1 These **class rules** shall be read in conjunction with the ERS and RRS.

A.5.2 Except when used in headings, when a term is printed in "**bold**" the definition in the ERS applies and when a term is printed in "*italics"* the definition in the RRS applies.

A.6 CLASS RULES CHANGES

A.6.1 At WS 2.4 NOD events - WS Regulation 28.1.3 applies. At all other 2.4 NOD events - RRS 87 applies.

A.6.2 At World, Continental or Regional Championships the sailing instructions may vary these **class rules** only with the agreement of the ICA.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to **class rules** are subject to the approval of the ICA.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of **class rules** shall be in accordance with WS Regulation 10.

A.9 INTERNATIONAL 2.4mR CLASS FEE AND WS BUILDING PLAQUE

A.9.1 The accredited hull builder shall equip the boat with a 2.4mR Class WS plaque.

A.10 2.4 NOD FEE AND 2.4 NOD CLASS STICKER

A.10.1 The accredited hull builder shall pay the 2.4 NOD Fee to the ICA as stated in the 2.4 NOD Agreement between the accredited hull builder and the ICA.

A.10.2 The ICA, or its delegate shall, after having received the 2.4 NOD Fee for the hull, send the 2.4 NOD class sticker to the accredited hull builder.

A.10.3 An owner of a hull built before 2011-03-01, which has been approved to comply with these **class rules**, shall send this documentation to the ICA together with the registration fee.

A.10.4 An owner of a hull built by a licenced hull builder between 2011-03-01 and 2019-06-02, or a hull built by a previously licensed hull builder after 2019-0603, not previously certified, shall send this documentation to the ICA together with the registration fee.

A.10.5 The ICA, or its delegate shall, after having received the registration fee and documentation according to A.10.3 and A10.4, send the 2.4 NOD class sticker to the owner.

A.11 SAIL NUMBERS

A.11.1 **Sail** numbers shall be issued by the MNA.

A.11.2 **Sail** numbers shall be issued in consecutive order starting at "1".

A.11.3 Personal sail numbers may be used after decision by the MNA or the NCA.

A.11.4 Sailors may use **sail** numbers assigned to them by the MNA or NCA that do not correspond with the **sail** number on the measurement certificate.

A.12 MEASUREMENT

A.12.1 All measurement shall be carried out by a 2.4 NOD class measurer.

A.12.2 Class Measurers shall be either,

(a) An **official measurer**, or

(b) A person appointed by the ICA. The appointment shall be renewed annually.

A.12.3 The ICA may refuse to accept measurement reports made by an class measurer who has misused the trust of their title by poor measurement work.

A.13 CERTIFICATION

A.13.1 The ICA is the **certification authority** for 2.4 NOD boats.

A.13.2 A **certificate** shall record the following information:

(a) Class

(b) ICA

(c) 2.4mR WS Building Plaque Number

(d) Accredited hull builder details and hull number (hull number not needed for boats built before 2011-03-01)

(e) 2.4 NOD Class Sticker Number

(f) Date of measurement report and name of class measurer

(g) Date of issue of initial **certificate**

(h) Date of issue of **certificate**

(i) Type of rudder (only for boats built before 2011-03-01)

(j) Specific data of the boat according to the measurement form.

A.14 INITIAL HULL CERTIFICATION

A.14.1 For a **certificate** to be issued to a hull built after 2019-06-03 not previously **certified**:

(a) **Certification control** shall be carried out by the accredited hull builder as "in house certification", IHC. The ICA certification report form shall be used for the 2.4 NOD certificate, and the 2.4mR measurement report form for the 2.4mR hull certificate. If the accredited hull builder has not been approved for IHC, the **certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used for submission of the 2.4 NOD certificate

(b) When the **hull** and the **rig** is supplied by two different builders, the rules in (a) shall apply for both builders.

(c) The certification and or measurement report(s) together with a copy of the 2.4mR certificate and **certification** fee shall be sent to the ICA.

(d) Upon receipt of a satisfactorily completed certification/measurement report, the copy of the 2.4mR certificate and **certification** fee, the ICA shall issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

A.14.2 For a certificate to be issued to a hull built before 2011-03-01 not previously **certified**:

(a) **Certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used.

(b) The measurement report(s), a copy of the 2.4mR **certificate**, and **certification** fee shall be sent to the ICA.

(c) Upon receipt of a satisfactorily completed measurement report, a copy of the 2.4mR certificate, and **certification** fee the ICA may issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

A.14.3 For a certificate to be issued to a hull built by a licenced hull builder between 2011-03-01 and 2019-06-02 not previously **certified**:

(a) **Certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used.

(b) The measurement report(s), a copy of the 2.4mR **certificate**, and **certification** fee shall be sent to the ICA.

(c) Upon receipt of a satisfactorily completed measurement report, a copy of the 2.4mR certificate, and **certification** fee the ICA may issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

A.14.4 For a certificate to be issued to a hull built by a previously licensed hull builder after 2019-06-03 not previously **certified**:

(a) **Certification control** shall be carried out by a class measurer who shall complete the appropriate measurement report. The ICA measurement report form shall be used for submission of the 2.4 NOD certificate

(b) The certification and or measurement report(s) together with a copy of the 2.4mR certificate and **certification** fee shall be sent to the ICA.

(c) Upon receipt of a satisfactorily completed certification/measurement report, the copy of the 2.4mR certificate and **certification** fee, the ICA shall issue a **certificate** and send it to the owner. The ICA certificate form shall be used.

A.15 VALIDITY OF CERTIFICATE

A.15.1 A **certificate** becomes invalid upon:

(a) Significant repair or replacement to the **hull** and **keel** and the change to any items recorded on the **certificate** as required under A.13 (a) – (j),

(b) Withdrawal by the ICA,

(c) The issue of a new **certificate**.

A.16 RE-CERTIFICATION

A.16.1 The ICA may issue a **certificate** to a previously certified **boat**:

(a) When it is invalidated under A.15.1(a), after receipt of the old **certificate** and if needed appropriate documentation given by a class measurer, and **certification** fee if required.

(b) When it is invalidated under A.15.1 (b), at its discretion.

(c) In other cases, by application of the procedure in A.14.

A.17 RETENTION OF CERTIFICATION DOCUMENTATION

A.17.1 The ICA shall retain the original relevant certification report or measurement report upon which the current **certificate** is based, and a copy of the certificate.

A.18 BUOYANCY CERTIFICATE

A.18.1 The ICA Buoyancy Certificate shall state the WS plaque number, the date of confirmation and the name and signature of the confirming individual.

A.18.2 The buoyancy check shall be carried out and the ICA Buoyancy Certificate completed and signed by an **official measurer** or a competent individual assigned by the ICA Technical Committee.

A.18.3 The buoyancy check shall be performed following the method given in Section L.

A.18.4 An ICA Buoyancy Certificate is valid for a maximum of five (5) years from the date of the confirmation.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall:

(a) Be in compliance with the **class rules**.

(b) Have a valid 2.4 NOD **certificate**.

(c) Have valid **certification marks** as required in the 2.4mR Class Rules

(d) Have been **certified** according to the 2.4mR Class Rules

(e) Have a valid ICA Buoyancy Certificate according to A.18

B.2 BUOYANCY CHECKS

B.2.1 A *race committee* may require that a **boat** shall pass a buoyancy check in accordance with Section L.

B.3 CLASS ASSOCIATION MARKINGS

B.3.1 A 2.4 NOD Class Sticker shall be fixed to the inside of the **hull** in the cockpit on the port side.

B.3.2 A 2.4mR WS Plaque shall be fixed to the inside of the **hull** in the cockpit on the port side.

B.3.3 Boats measured and certified before 1st July 1994 according to the 2.4mR Class Rules and provided with a plaque issued by the Scandinavian Sailing Federation may have that plaque instead of the 2.4mR WS Plaque.

B.4 2.4 NOD CLASS MEMBERSHIP

B.4.1 For a **boat** to be eligible for racing in a World, Continental or Regional Championship of the 2.4 NOD Class, the helmsman must be a current member of the ICA.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) RRS 52 – manual power shall not apply.

(b) The ERS Part I – use of equipment shall apply.

(c) The ERS Part III – rules governing equipment control and inspection shall apply with the following amendment of H.5.1 Condition of sail: Battens may be left in the sail unless the class measurer requires them to be removed in order to properly measure the sail.

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of one person.

(b) In normal positions of the **crew** both the legs and the main part of the torso shall be below deck and inside the **sheerline**.

C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** is optional.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with WS Regulation 20.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) Towing rope minimum 9m long of not less than 5mm in diameter and of material that floats. This may not be used for any other purpose than towing.

C.5.2 OPTIONAL

(a) One electrical pump with battery.

(b) Paddle, bailer, mooring lines, fenders, current stick, portable anemometer. tools, spare lines and spare blocks may be carried on board above the floor level.

The total weight of this optional portable equipment shall not exceed 2,0kg.

(c) Extra sails.

(d) The use of electronic navigation equipment is permitted. Timing devices are permitted. Handheld communication devices (cell phones, pagers, radios, etc.) are permitted but may be prohibited or restricted in the *notice of race* or *sailing instructions*.

C.6 BOAT

C.6.1WEIGHT

(a)

	minimum	maximum
The weight of the	253 kg	254 kg

boat in dry condition		

(b) The **boat weight** shall include one jib and one mainsail and portable equipment as listed in C.5.1 (a) and portable equipment in C.5.2 (a).

(c) The seat may be excluded if it fulfils the requirement according to D.6.2(b).

(d) The **headsail boom** may be excluded if it fulfils the requirement according to F.6.3(b).

(e) The horizontal distance between the balance point (centre of gravity) of the **boat**, when its baseline (waterline) is horizontal, and section 0 shall not be more than 1371mm or less than 1343mm. See also Section M.

C.6.2 CORRECTOR WEIGHTS

(a) **Corrector weights** of lead shall be securely fixed to the **hull** when the **boat weight** is less than the minimum requirement.

(b) **Corrector weights** shall be placed on the underside of the deck not more than 200 mm aft of the mast.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **hull** shall comply with the templates as defined in section J.

(b) Application of fillers to the hull for fairing is not allowed in order to change the shape of the original hull.

(c) Routine maintenance such as painting and polishing is permitted without re-measurement and re-**certification**.

(d) Repair of **hull** damages is permitted, see D.2.4 (e).

(e) Corrections of **ballast** weight in order to comply with C.6.1 will be permitted. It will also be permitted to remove the **ballast** pigs from the keel for certain reasons (transportation, cleaning etc). However the **ballast** shall be restored such that the boat complies with C.6.1.

(f) The interior of the boat may be modified.

C.7.2 BUOYANCY

(a) The **boat** shall float in an approximate horizontal position when flooded and loaded with minimum 35kg lead ballast placed 1350mm $\pm$ 100 mm from the hull datum section defined in D.2.4(b). See also Section L.

(b) **Hulls** with watertight compartments shall be checked according to (a) with the compartments filled with water. See also Section L. (c) For buoyancy check confirmation see A.18.

C.7.3 BALLAST

(a) **Ballast** pigs shall comply with D.8.

(b) The maximum weight of the **ballast**, including any equipment (eg. battery) placed below the floor level, but excluding electrical pump and

associated hoses and cables, is 181kg. To exclude electrical pump and associated hoses and cables, the weight of these may not exceed 1.5 kg.

C.8 RUDDER

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **rudder** shall comply with the templates as defined in section J.

(b) Routine maintenance such as painting and polishing is permitted without re-measurement and re-**certification**.

(c) Repair of **rudder** damage will be permitted if the **rudder** complies with C.8.1 (a).

C.8.2 LIMITATIONS

(a) Only one **rudder** shall be used during an event of less than 8 consecutive days, except when a **rudder** has been lost or damaged beyond repair.

C.8.3 USE

(a) Boats built before 2011-03-01, which are not equipped with the deep standard **rudder**, may have the small standard **rudder**. This shall be stated on the certificate. Dimensions of the small **rudder** shall comply with the templates as defined in Section J.

C.9 RIG

C.9.1 CONSTRUCTION

(a) All **spars** shall comply with Section F.

C.9.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Routine maintenance such as painting and polishing is permitted.

C.9.3 FITTINGS

(a) All mandatory **fittings** and their positioning shall comply with Section F. Other **fittings** are optional.

C.9.4 LIMITATIONS

(a) Only one set of **spars** and **standing rigging** shall be used during a National Championship or higher event of less than 8 consecutive days, except when an item has been lost or damaged beyond repair.

C.9.5 MAST

(a) DIMENSIONS

	minimum	maximum
Limit mark width	10mm	15mm
Mast spar curvature at a distance of 2700 mm from the **mast datum point** (See F.2.4 (a))		30mm

(b) USE

(1) The **spar** shall be stepped in the mast step in such a way that the heel is not capable of moving more than 10mm athwart ships. The mast may be movable in fore-and aft direction.

(2) The **mast datum point** shall not be above the deck measurement point. (See D.2.5 (c)), regardless of the **mast** rake.

(3) Rotating **masts** are not permitted.

C.9.6 BOOM

(a) DIMENSIONS

	minimum	maximum
Limit mark width	10mm	15mm
Outer point distance		1960mm
Boom spar curvature at a distance of 1000 mm from the **outer limit mark** (See C.9.6 (a))		15mm

(b) POSITIONING

(1) The intersection of the aft edge of the **mast** and the top of the **boom**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the **boom** is at 90° to the **mast**.

C.9.7 WHISKER POLE

(a) DIMENSIONS

	minimum	maximum
Whisker pole length		2106mm
Whisker pole cross section	22mm	

C.9.8 HEADSAIL BOOM

(a) CONSTRUCTION

(1) Materials, dimensions, construction and fittings are optional.

C.9.9 STANDING RIGGING

(a) DIMENSIONS

	minimum	maximum
Foretriangle base		1560 mm
Forestay height (see F.2.4 (a))	3730 mm	3750 mm
Distance from **hull datum section** to forward end of the **foretriangle base**	3456 mm	3536 mm

(b) USE

(1) Whilst racing upwind the **mast** is not permitted to be adjusted in an athwart ships plane to windward of a plane perpendicular to the deck. On boats with adjustable **shrouds** it shall be possible to have both sides tightened to their upward limit at the same time.

C.9.10 RUNNING RIGGING

(a) MANUFACTURER

Manufacturer is optional

(b) MATERIALS

Materials are optional

(c) CONSTRUCTION

(1) Mandatory

(1) **Mainsail** halyard
(2) **Headsail** halyard
(3) **Mainsail** sheet
(4) **Headsail** sheets
(5) **Boom** vang
(6) **Backstay**
(7) **Backstay** control line

(2) Optional

(1) **Mainsail** outhaul line
(2) **Mainsail** tack and cunningham control lines
(3) **Mainsail** traveller control lines
(4) Mainsheet bridle system, fixed or with adjustment lines
(5) **Mainsail** sheet fine tune
(6) **Headsail** cunningham control line
(7) **Headsail** fairleads or blocks adjustment lines
(8) **Whisker pole** control lines
(9) **Headsail boom** control lines
(10) **Forestay**, **backstay** and **shroud** adjustment lines
(11) **Mast** control lines fore and aft at deck
(12) **Mast** control lines fore and aft at butt
(13) Shock cords for **whisker pole** control
(14) Shock cords for **headsail boom** outhaul
(15) Shock cord for **mainsail** outhaul retention
(16) Shock cord for **backstay** control line retention

(d) USE

The use of **running rigging** is optional.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Sails** shall not be altered in any way except as permitted by these **class rules**.

(b) Routine maintenance such as repair of damage is permitted without remeasurement and re-**certification**.

C.10.2 LIMITATIONS

(a) Not more than 2 **mainsails** and 3 **headsails** shall be used during a National Championship or higher event of less than 8 consecutive days except when a **sail** has been lost or damaged beyond repair.

C.10.3 MAINSAIL

(a) IDENTIFICATION

The national letters and **sail** number shall comply with these **class rules**.

(b) USE

(1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea by the **crew**.

(2) The highest visible point of the **sail**, projected at 90° to the **mast**, shall not be set above the lower edge of the **mast upper limit mark**. The **clew point** of the sail, projected at 90^0 to the **boom**, shall not be set behind the fore side of the **boom outer limit mark**.

(3) The **luff** bolt rope shall be in the **mast** groove or track.

C.10.4 HEADSAIL

(a) USE

(1) The highest visible point of the **sail**, projected at 90° to the **mast**, shall not be set above the **forestay rigging point**.

(2) The **sail** shall be hoisted on a halyard. The arrangement shall permit lowering the sail so that no part of it is above a plane 1800 mm above the **mast datum point**. From there it shall be possible to hoist it again to its original position.

(3) The **sail** shall not be attached to any point on the boat that is in front of the forestay.

(4) **Headsails** designed to be used with headsail booms shall not be used without a **headsail boom**.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

(a) **Hull** shell including **keel** and deck

(b) **Rudder**

(e) **Ballast**

(d) Buoyancy equipment

D.1.2 OPTIONAL

(a) Seat

(b) Parts used inside the boat

(c) Parts to cover deck openings

D.2 GENERAL

D.2.1 RULES

(a) The **hull** shall comply with the **class rules** in force at the time of initial **certification.**

(b) The **hull** of Norlin mark III boats built before 2011-03-01 shall comply with Section K. The ICA Measurement Report form shall be used.

D.2.2 CERTIFICATION

(a) **Hull** certification shall comply with A.14.

D.2.3 MATERIALS

(a) The **hull** shell, **keel** and deck mouldings shall be built from Glass Reinforced Plastic. Aluminium or stainless steel reinforcements are permitted where required for mounting fittings.

(b) The **hull** shell, **keel** and deck mouldings shall not weigh less than 3.6kg/m^2.

(c) Where sandwich construction is used, the core material shall be of balsa, PVC or polyester or combinations thereof and shall be of density before lamination not less than 60kg/m3 in average over a square with the sides 25mm.

(d) Parts of the **hull** excluding **hull** shell, **keel** and deck mouldings may also be made from aluminium.

(e) Parts or a structure of several parts that in no direction exceed the size of 120 mm may be of any material if the weight is less than 0.3 kg.

(f) Wiring, pumps and adherent hoses may be of any material.

(g) Parts of the steering system may be of any material. Such parts shall not add structural strength to the hull.

(h) Hatches may be of any plastic material. The minimum weight of hatches in the deck shall be no lighter than the pieces of deck they replace. This includes the original hatch over the **rudder**.

(i) Any soft material may be used to cover the cockpit. A hard cover shall be made of GRP.

(j) Stainless steel may be used for mast foot and shroud levers.

(k) Parts intended to protect edges around holes according to D.2.4 (c) including **mast** hole may be of any material.

(l) Navigation instruments may be of any material.

(m) In case a disabled sailor cannot sail without a specific part, that does not comply with these rules, a dispensation may be given by the ICA.

D.2.4 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **hull** shell, **keel** and deck mouldings shall not be altered in any way except as permitted by these **class rules**.

(b) Bulkheads and reinforcements may be modified.

(c) Holes not bigger than necessary for the installation of **fittings** and passage of lines may be made in the deck. Modification of **shroud** holes are permitted within the limits defined in D.3.1(c).

(d) Routine maintenance such as painting and polishing is permitted without re-measurement and re-**certification**.

(e) If any hull moulding is repaired in any other way than described in D.2.4(d), a class measurer shall verify on the **certificate** that the external shape is the same as before the repair, the repair has been done using materials according to D.2.3, and that no substantial stiffness, or other, advantage has been gained as a result of the repair. The class measurer shall also describe the details of the repair on the **certificate**.

(f) One inspection hatch is permitted in the deck forward of the mast and one aft of the cockpit. This in addition to the hatch over the rudder post that is a part of the deck mould.

(g) The **mast** opening in the deck may be modified. The forward edge of the **mast** hole shall not extend forward of 2093mm from station 0. Its width shall not exceed 64mm.

(h) The deck mouldings may be modified to accommodate a **headsail** boom with associated fittings.

D.2.5 DEFINITIONS

(a) HULL DATUM POINT

The **hull datum point** is a point on the centreline of the **hull** placed at the intersection of the underside of the hull and the aft surface of the **rudder** stock.

(b) HULL DATUM SECTION (SECTION 0)

The vertical cross section transverse to the centre line through the **hull datum point** is defined as the hull datum section (section 0). This shall be permanently marked in the surface of the **hull** on starboard and port sides on both the **sheerline** and the deck near the **sheerline**.

(c) MEASUREMENT POINT OF THE DECK

The measurement point of the deck is a point, at the **mast** hole section, 36mm above the deck level, measured 15mm from the outmost part of the **hull** shell in this section.

D.2.6 IDENTIFICATION

(a) The **hull** shall carry the 2.4mR WS Plaque, see B.3.2.

(b) The **hull** shall carry the 2.4 NOD class sticker, see B.3.1.

(c) The **hull** shall carry the following information: builder, date built and the boat's sequential identification number permanently embossed or debossed into the hull shell.

(d) **Hulls** built before 2011-03-01 are excluded from (c).

D.2.7 BUILDERS

(a) The **hull** including deck, **keel** and **rudder** shall be built by an accredited hull builder.

(b) All moulds shall be approved by the ICA.

(c) **Hulls** built before 2011-03-01 are excluded from (a) and (b) and shall comply with Section K.

D.3 HULL SHELL INCLUDING KEEL AND DECK

D.3.1 CONSTRUCTION

(a) As specified in the Construction Manual.

(b) Boats built before 2011-03-01 are excluded from D.3.1 (a). However any additional filler on the external **hull** extension of the **hull** (for example in the stern or the stem or the keel) shall be removed to the original shape of the **hull**. See Section K.

(c) Position of **shroud** holes/slots in the deck.

Boats built after 2011-02-28	minimum	maximum
Distance to back end of **shroud** hole from section 0	1902mm	
Distance to front end of **shroud** hole from section 0		1982mm
Slot length		60mm
Distance from centreline to inner edge of hole	240mm	
Distance from centreline to outer edge of hole		268mm
Hole width		12mm

Boats built before 2011-03-01	minimum	maximum
Distance to back end of **shroud** hole from section 0	1812mm	
Distance to front end of **shroud** hole from section 0		1982mm
Slot length		60mm
Distance from centreline to inner edge of hole	230mm	
Distance from centreline to outer edge of hole		280mm
Hole width		14mm

D.4 INTERIOR STRUCTURE

D.4.1 CONSTRUCTION

(a) Optional.

D.5 BUOYANCY

D.5.1 CONSTRUCTION

(a) Buoyancy equipment shall comprise of rigid non-communicating air cell foam plastic incorporated into the **boat** inside the bulkheads.

(b) Watertight compartments shall be inspectable by an opening of minimum 100 mm in diameter. The highest point of the opening shall be placed no more than 50mm below the underside of the deck.

D.6 SEAT

D.6.1 MATERIALS

(a) In addition to what is specified in D.2.3 any soft material that does not take up significant amounts of water.

D.6.2 CONSTRUCTION

(a) Seat included in **boat** weight (1) Construction is optional.

(b) Seat excluded from the **boat** weight

(1) Construction is optional

(2) Seat shall consist of a seat bottom and/or backrest and excludes any hull internal structure.

(3) Seat shall be capable of removal without tools.

(4) No part of the seat shall be below floor level except fixing tabs with a maximum projection of 100mm.

(5) The maximum weight of a removable seat shall be 5kg.

D.7 ASSEMBLED HULL

D.7.1 FITTINGS

(a) MANDATORY

(1) A suitable fitting or system in the bow area to enable the **boat** to be towed. The fitting/system shall be easy to access by rescue craft and shall be able to handle line of at least 5mm in diameter.

(2) Lifting eye(s) each dimensioned to take 500 kg of load.

(3) **Rudder** post.

(4) One manual bilge pump permanently installed which may discharge through **hull** shell or deck. The pump shall have a minimum capacity of 0.5 litre/stroke.

(5) A suitable fitting or device shall be installed in the deck level, in order to prevent the **mast** to move astern of that position, which corresponds to the **Foretriangle base** of 1560mm.

(b) OPTIONAL

(1) **Fittings** placed inside the hull

(2) **Fittings** on deck

(c) CONSTRUCTION

(1) No **fittings** may be attached to the outside of the **hull** shell (this means that for example that plastic flaps between **hull** and **rudder** are not permitted).

D.7.2 MEASUREMENT MARKS

The following measurement points shall be outlined with marks painted or fastened (adhesive tape) to the **hull**:

(a) A mark not less than 60 x 10mm:

(1) At ends of LWL (L)

(2) At ends of measured length (L1)

(3) At L2

The inner edges of the marks denote the measurement point.

(b) An immersion mark at 0,55 x LWL from the forward end of LWL, a triangular mark (a right-angled triangle with a hypotenuse of 50mm). The bottom corner of the immersion mark denotes the measurement point.

(c) A round mark of 10mm diameter.

(1) At the freeboard points above L1 forward and at stern,

(2) At the freeboard point above the immersion marks 0.55 x LWL

(3) At d1 in the midship girth station

(4) At the point 120mm above forward L1.

See also H.3.

D.8 BALLAST

D.8.1 RULES

(a) The **ballast** shall comply with the current **class rules**.

D.8.2 MATERIALS

(a) The density of the **ballast** materials shall not be greater than the density of lead.

D.8.3 CONSTRUCTION

(a) The **ballast** shall be internal in the **boat** and shall be removable from the inside of the **boat**.

(b) The **ballast** shall be divided in lead pigs consisting of minimum 8 pieces and maximum 16 pieces. The maximum weight of one pig is 35kg. In addition a battery may be one piece.

(c) **Ballast** pigs shall have their primary dimension in horizontal direction.

Section E – Rudder

E.1 PARTS

E.1.1 MANDATORY

(a) **Rudder** blade

(b) **Rudder** stock

E.2 GENERAL

E.2.1 RULES

(a) **The rudder** shall comply with the current **class rules.**

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **rudder** shall not be altered in any way except as permitted by these **class rules**. See also C.8.1.

(b) Routine maintenance such as polishing and painting is permitted without re-measurement and re-certification. See also C.8.1.

E.2.3 MANUFACTURERS

(a) Manufacturers of the **rudder** shall be an accredited hull builder. See D.2.7.

(b) Boats built before 2011-03-01 may use a small standard **rudder** according to section J. See also C.8.3 (a).

E.2.4 MATERIALS

(a) As specified in the Construction Manual.

E.2.5 CONSTRUCTION

(a) As specified in the Construction Manual.

E.2.6 DIMENSIONS

(a) As specified in the Construction Manual. (b) Diameter of **rudder** stock is 25mm.

E.2.7 POSITION

(a) As specified in the Construction Manual.

E.2.8 FITTINGS

(a) The fitting for attaching steering lines or other arrangement to the **rudder** stock is optional.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

(a) **Mast**

(b) **Boom**

(c) **Standing rigging**

(d) **Running rigging**

F.1.2 OPTIONAL

(a) **Whisker pole**

(b) **Headsail boom**

F.2 GENERAL

F.2.1 RULES

(a) The **spars** and their **fittings** shall comply with the **class rules.**

(b) The **standing and running rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Spars** shall not be altered in any way except as permitted by these **class rules**.

(b) Routine maintenance such as polishing and replacement of **fittings** is permitted

F.2.3 CERTIFICATION

(a) No **certification** of **spars, standing and running rigging** is required.

F.2.4 DEFINITIONS

(a) **Mast datum point**

The **mast datum point** is a point on the foreward side of the **mast** 3750mm (forestay height) below the forestay **rigging point**. The **mast datum point** shall be marked by a punch.

F.2.5 MANUFACTURER

(a) Rig builder is optional.

F.3 MAST

F.3.1 MATERIALS

(a) The **spar** (excluding **fittings** and **corrector weights**) shall be of aluminium alloy. The **mast** crane and **spreaders** shall be of aluminium alloy.

F.3.2 CONSTRUCTION

(a) The **spar** extrusion shall include a fixed **sail** groove or track, which may or may not be integral with the **spar** but shall be of aluminium alloy.

F.3.3 FITTINGS

(a) MANDATORY

(1) **Boom** attachment fitting
(2) **Shroud** attachments
(3) A set of **spreaders**
(4) **Mainsail** halyard sheave
(5) **Headsail** halyard sheave

(b) OPTIONAL

Other **fittings** and instrumentation are optional

F.3.4 DIMENSIONS

	minimum	maximum
Mast spar cross section at **upper point**		
fore-and-aft	28mm	66mm
transverse	24mm	
Mast spar cross section between a point 400 mm below the **mast datum point** and a point 3500mm above		
fore-and-aft	56mm	66mm
transverse	38mm	

Mast spar cross section between upper point and the point 3500mm above the datum point may have a fair rounding taper		
Mast limit mark width	10mm	15mm
Lower point height	340mm	350mm
Upper point height	4990mm	5000mm
Lower point to **upper point**	4630mm	4650mm
Forestay height	3730mm	3750mm
Shroud height	3770mm	4000mm
Spreader		
length	200mm	350mm
height	1950mm	2050mm

F.3.5 WEIGHTS

	minimum	maximum
Mast weight	6.5kg	
Mast tip weight	2.0kg	

F.4 BOOM

F.4.1 MATERIALS

(a) The **spar** shall be of aluminium alloy.

F.4.2 CONSTRUCTION

(a) The **spar** extrusion may or may not include a fixed **sail** groove or track which may or may not be integral with the **spar** but shall be of the same material.

F.4.3 FITTINGS

(a) **Fittings** of the **boom** are optional.

F.4.4 DIMENSIONS

	minimum	maximum
Boom cross section between **mast** and **outer point**		
vertical		75mm
transverse	27mm	55mm

F.5 WHISKER POLE

F.5.1 MANUFACTURER

(a) Manufacturer is optional.

F.5.2 MATERIALS

(a) The **spar** shall be of aluminium alloy.

F.5.3 CONSTRUCTION

(a) Construction is optional.

F.5.4 FITTINGS

(a) **Fittings** of the **whisker pole** are optional.

F.5.5 DIMENSIONS

	minimum	maximum
Whisker pole length		2106mm
Whisker pole cross section	22mm	

F.6 HEADSAIL BOOM

F.6.1 MANUFACTURER

(a) Manufacturer is optional.

F.6.2 MATERIALS

(a) Materials are optional.

F.6.3 CONSTRUCTION

(a) **Headsail boom** included in **boat** weight.

(1) Construction is optional

(b) **Headsail boom** excluded from the **boat** weight.

(1) Construction is optional

(2) Headsail boom excludes any running rigging

(3) Headsail boom shall be capable of removal without tools

F.6.4 FITTINGS

(a) **Fittings** of the **headsail boom** are optional.

F.6.5 DIMENSIONS

(a) Dimensions are optional.

F.7 STANDING RIGGING

F.7.1 MATERIALS

(a) The **standing rigging** excluding **backstay** and **forestay** shall be of stainless steel.

(b) Material of the **backstay** and **forestay** is optional.

F.7.2 CONSTRUCTION

(a) MANDATORY

(1) **Forestay**

(2) Upper **shrouds**

(3) Upper **shrouds** and lower **shrouds** (if present) shall go through the same holes/slots in the deck.

(a) OPTIONAL

(1) Lower **shrouds**

F.7.3 FITTINGS

(a) **Fittings** are optional.

F.7.4 DIMENSIONS

	minimum	maximum
Upper **shroud**	2.5 mm	

F.8 RUNNING RIGGING

F.8.1 MATERIALS

(a) Materials are optional.

F.8.2 CONSTRUCTION

(a) MANDATORY

Construction is optional.

(b) OPTIONAL

Construction is optional.

F.8.3 FITTINGS

(a) **Fittings** are optional.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

(a) **Mainsail**

(b) **Headsail**

G.2 GENERAL

G.2.1 RULES

(a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

(a) The class measurer shall **certify mainsails** and **headsails** in the **tack** and shall sign and date the **certification mark**. **Mainsail** E is 1960mm. **Headsail** J is 1560mm.

(b) An MNA may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer in accordance with WS Inhouse Certification Guidelines.

G.2.3 SAILMAKER

(a) Sailmaker is optional.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The class insignia shall conform with the dimensions, colours and requirements as detailed in the diagram contained in Section H.

(b) As an alteration to RRS APPENDIX G 1.3, the Insignia may be placed on the starboard side only.

(c) The national letters and **sail** numbers shall comply with the RRS, but as an alteration to RRS APPENDIX G1.2 b), the national letters and sail numbers shall be of the following dimensions:

	minimum	maximum
Height	250mm	270mm
Thickness	30mm	40mm
Space between adjoining letters and numbers	45mm	50mm

G.3.2 MATERIALS

(a) The **ply** fibres are optional

(b) Materials of **stiffenings**, cornerboards, reinforcements and battens are optional

G.3.3 CONSTRUCTION

(a) The **sail** construction shall be **soft sail**.

(b) The **body of the sail** shall be **single-ply sail**.

(c) The **sail** shall have 4 equally spaced **batten pockets** in the **leech**. These equal parts shall be within the tolerances ± 50mm.

(d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, cunningham eye or pulley, **batten pocket patches**, **batten pocket** elastic, **batten pocket** end caps, mast and boom slides, leech line with cleat, **windows**, tell tales, **sail reinforcements, tabling,** battens**,** sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.3.4 DIMENSIONS MAINSAIL

	minimum	maximum
Leech length	4900mm	5150mm
Half width		1333mm
Three quarter width		804mm
Upper width at **upper leech point** 500mm from **head point**		372mm
Top width		72mm
Foot median		4900mm
Batten pocket length outside		
uppermost pocket		480mm
intermediate and lowermost pockets		680mm
Batten pocket **width** outside		60mm
Batten length		
uppermost batten		480mm

intermediate and lowermost battens		680mm
Primary reinforcements		800mm
Secondary reinforcements		800mm

G.4 HEADSAIL

G.4.1 MATERIALS

(a) The **ply** fibres are optional.

(b) Materials of **stiffenings**, cornerboards, sail reinforcements and battens are optional.

G.4.2 CONSTRUCTION

(a) The construction shall be **soft sail**.

(b) The **body of the sail** shall consist of **single-ply sail.**

(c) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, **batten pocket** elastic, **batten pocket patches**, **batten pocket** end caps, leech line with cleat, **windows**, tell tales, **sail reinforcements, tabling,** battens**,** sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.4.3 TYPES OF HEADSAILS

(a) Standard **headsail**. No limitations on use.

(b) **Headsail boom headsail**. Use is limited to together with a **headsail boom**.

G.4.4 DIMENSIONS STANDARD HEADSAIL

	minimum	maximum
Foot length		1716mm
Three quarter width		437mm
Half width		827mm
Top width		40mm
Number of **batten pockets**		3
Batten pocket length outside		450mm
Batten pocket **width** outside		60mm
Number of battens		3
Batten length		400mm
Head point to intersection of **leech** and centreline of uppermost **batten pocket**	700mm	
Clew point to intersection of **leech** and centreline of lowermost **batten pocket**	700mm	
Primary reinforcement		600mm
Secondary reinforcement		600mm

G.4.5 DIMENSIONS HEADSAIL BOOM HEADSAIL

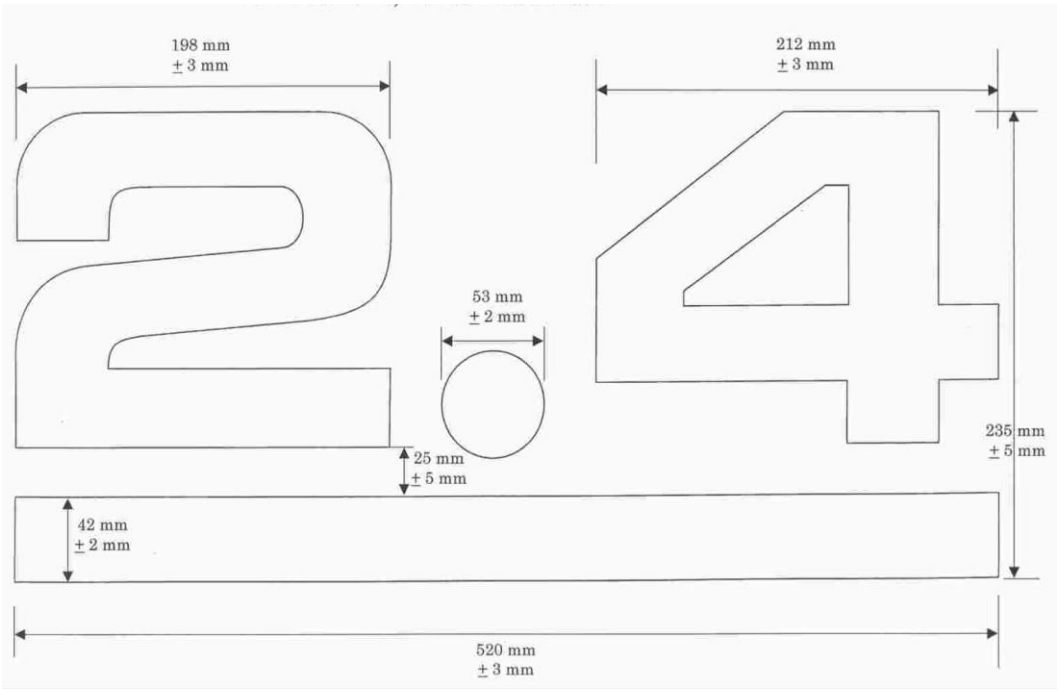
	minimum	maximum
Foot length		1482mm
Three-quarter width		468mm
Half width		850mm
Top width		40mm
Number of **batten pockets**		3
Batten pocket length outside		450mm
Batten pocket **width** outside		60mm
Number of battens		3
Batten length		400mm
Head point to intersection of **leech** and centreline of uppermost **batten pocket**	700mm	
Clew point to intersection of **leech** and centreline of lowermost **batten pocket**	700mm	
Primary reinforcement		600mm
Secondary reinforcement		600mm

PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H - Class insignia and measurement diagrams

H. 1 CLASS INSIGNIA DIAGRAM



H.2 INSIGNIA COLOURS

The class insignia shall be in blue colour.

Current and former champions may have the horizontal line in the insignia in a different colour:

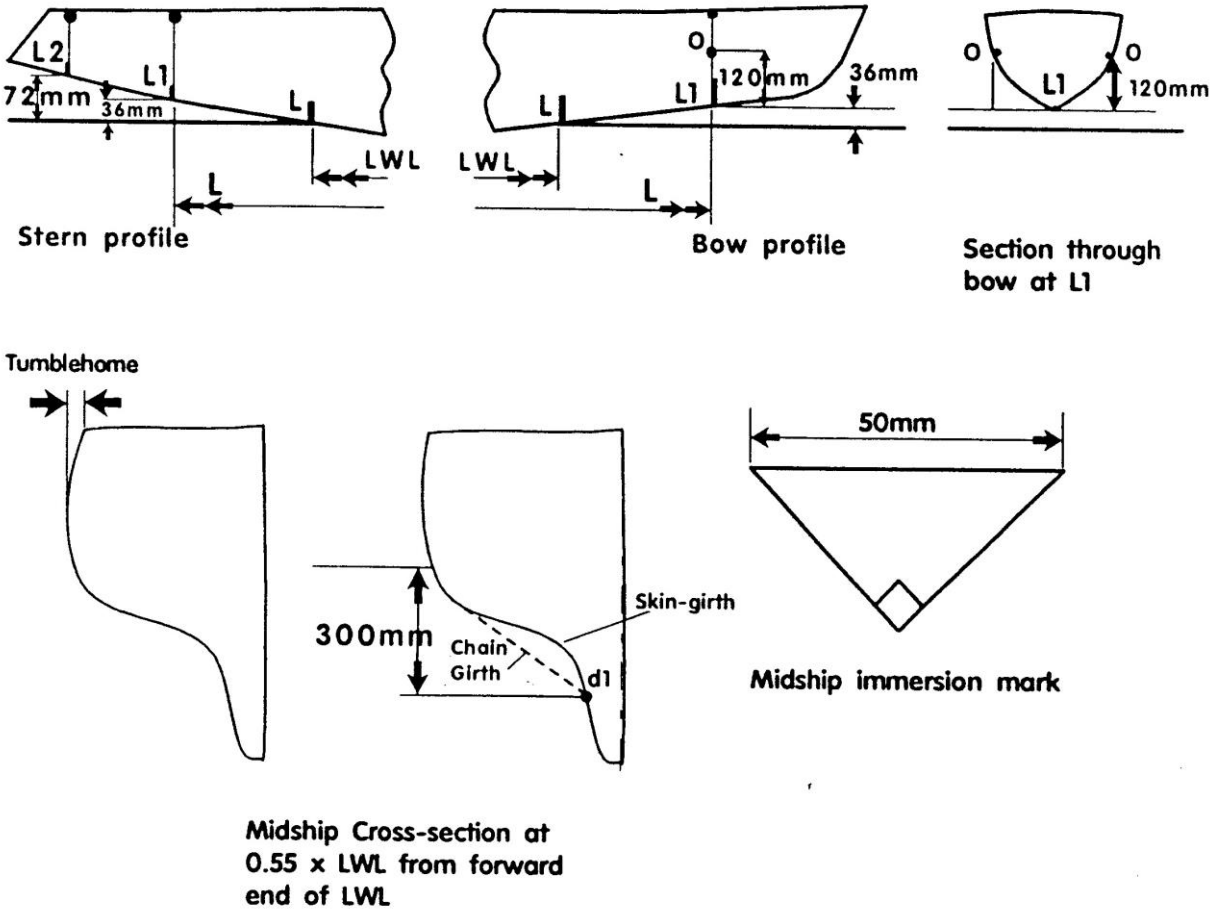
International Champion - Gold

Continental Champion - Orange

National Champion - Green

H.3 MEASUREMENT DIAGRAMS

Measurement Diagrams



Section J – Hull, keel and rudder dimensions and templates

J.1 DIMENSIONS

Refer to Construction Manual drawings J1, J3 & J4.

The **hull** and **keel** shall comply with the following dimensions:

	Minimum	Maximum
Hull length	4175mm	4183mm
Vertical distance from baseline to keel line		
at section A	481mm	483mm
at section 0	437mm	437mm
at section 1	118mm	120mm
at section 3	127mm	129mm
at section 4	400mm	400mm
Vertical distance from baseline to under- side of **keel** at section 2	576mm	578mm

Beam of **hull** at **sheerline**		
at section 0	536mm	542mm
at section 2	800mm	808mm
at section 4	302mm	309mm
Horizontal distance from the aft end of the **hull** to **hull datum point**	645mm	651mm
Horizontal distance from vertical section through **hull datum point**		
to fore end of **mast spar** hole at deck		2093mm
to aft end of **shroud** holes at deck	1902mm	
to forward end of **shroud** holes at deck		1982mm
Transverse distance between centres of **shroud** holes at deck and centreline	240mm	268mm
Horizontal distance from the intersection of the **forestay** and the **deck** to forward end of **hull**	0mm	80mm
Keel girth at section 2		2752mm

J.2 TEMPLATES

Refer to Construction Manual drawing J2.

The **hull**, **keel** and **rudder** shall be checked for compliance with the templates defined in section J2. Only templates approved by the ICA shall be used.

The **hull** shall comply with the following **hull** templates:

Section 0, 2 and 4 templates

Stern section template

The **keel** shall comply with the following **keel** templates:

Cross section 75 and 400 templates

Underside **keel** template

Trailing edge template

The standard **rudder** shall comply with the following **rudder** templates:

Profile template

Cross section 200, 400 and 600 templates

Trailing edge template

The small **rudder** shall comply with the following **rudder** templates:

Profile template

Cross section 200 and 400 templates

Trailing edge template

Clearance to templates at:	Minimum	Maximum
Section 0 Template perpendicular to the **waterline**	2mm	4mm
Section 2 Template perpendicular to the **waterline**	2mm	4mm
Section 4 Template perpendicular to the **waterline**	2mm	4mm

Underside of **keel** at section 2 Template placed perpendicular to the **waterline**	0mm	4mm
Keel profile at 75mm below the base line Template placed parallel to the **waterline**	2mm	5mm
Keel profile at 400mm below the base line Template placed parallel to the **waterline**	2mm	5mm
Aft most part of stern foil template Template placed on the stern + 50 from centre plane	0mm	2mm
Trailing edge of the **keel**	0mm	1mm
Small **rudder** profile template	1mm	5mm
Small **rudder** cross section templates 1 and 2	2mm	5mm
Trailing edge of the small **rudder**	0mm	1mm
Standard **rudder** profile template	1mm	5mm
Standard **rudder** cross section templates 1, 2 and 3	2mm	5mm
Trailing edge of the standard **rudder**	0mm	1mm

Section K Requirements for old Norlin mark III boats built before 2011-03-01

K.1 SCOPE

To be approved as a 2.4 NOD boat the following requirements must be met:

(1) The **hull** shall have been built before 2011-03-01.

(2) The **boat** shall have a valid 2.4mR Certificate

(3) The **boat** shall comply with C.6, C.7, C.8, C.9, D, E, F, G and K.

*Hulls built in moulds which were produced from a properly built hull according to the above may be accepted.

K.2 HULL CHECKS

Assembled **hull** dimensions shall be checked for compliance with the dimensions defined in section J.

The draught shall be checked by taking the chain girth measure at cross section 2 from the **sheerline** on one side round the **keel** to the **sheerline** on the other side: < 2752mm

The **hull**, **keel** and **rudder** shall be checked for compliance with the templates defined in section J.2. Only templates approved by the ICA shall be used.

K.3 ADDITIONAL CHECKS

Visual checks shall be made to see that the **hull** shape has not been changed by application of fillers or by grinding. In such cases the **hull** shape shall be restored to its original shape. When in doubt templates in the sections A, 1 and 3 shall be checked, where relevant. The same tolerances as for cross sections 0, 2 and 4 apply.

Section L Buoyancy check

L.1 CONDITION OF THE BOAT

The **boat** shall be in racing condition according to Rule C.6.1 (a) and with an additional weight of 35 kg lead placed 1350 mm forward of section 0 (+- 100 mm).

Hatches to watertight compartments, if any, shall be opened in order to let the tanks to be filled with water.

L.2 EXECUTION OF THE CHECK

The **boat** shall be filled with water and tilted over to starboard, to port, to the bow and to the stern in order to let the air enclosed under deck and other parts of the **hull** to come out.

L.3 REQUIREMENTS

The **boat** shall float in an approximately horizontal position. Neither the stern nor the bow shall have tendencies to sink under the water level.

Section M Procedure when measuring centre of gravity of the boat

M.1 CONDITIONS

The **boat weight** shall be in accordance with C.6.1 (a).

The **mast** shall be at right angles to the **waterline**. The **boom** shall be attached to the **mast** and be on the centre line of the boat. The **mainsail** shall be placed alongside and parallel to the **boom** and the **headsail** placed on the fore deck.

M.2 MEASURING PROCEDURE

The boat shall be hung by a rope fixed in the two lifting eyes**.**

Using the friction of the rope over the lifting hook, the level of the boat should be adjusted. The boat shall hang with the **waterline** horizontal.

This can be checked by placing a spirit level on the centre line of the **boat**, with one end on the forward cockpit frame and the other on the aft cockpit frame. A 10mm shim should be placed between the spirit level and the aft cockpit frame. Other methods are, optical or laser levels on the **waterline.**

A plum bob is hung from the centre of the hook as close as possible to the floor. The centre of gravity is measured horizontally from the section 0 to the line of the plum bob. Section 0 is permanently marked on the sheer line.

The position of the **ballast** pigs or the **corrector weights**, may be a used to adjust the centre of gravity to comply with rule C.6.1(b).

–

Effective Date: …… Published Date: ……

Attachment 6(d)

International 2.4mR Class Association, Technical Committee

R = (L + 2d – F + √S) / 2.37 = 2.4

2.4 NOD CLASS RULES 2022 PROPOSAL SCHEDULE

2.4 NOD class rule update includes:

- ISAF changed to World Sailing
- Dimension coordination with Construction Manual and Measurement Form
- Text coordination with 2.4mR class rules
- Text coordination with ERS
- Formatting and minor corrections

2.4 NOD class rule update includes proposed rule changes:

- Accredited Builder
- Buoyancy Certificate
- Seat & Headsail Boom
- Spar Definition

2.4 NOD class rules changes schedule:

Introduction

- 2.4 Norlin One Design boat changed to 2.4 NOD boat
- Licenced builder changed to accredited builder
- Hulls, keels and rudders defined as manufacturer controlled, rigs and sails defined as measurement controlled

Section A - General

A.4.2	Abbreviations - World Sailing added
A.10.4	2.4 NOD class sticker amended to allow for previously licenced builders
A.11	Sail numbers amended to number issued by MNA for consistency with 2.4mR class rules
A.14	2.4 NOD certification amended to allow for previously licenced builders
A.18	Buoyancy certificate amended to proposed rule change

Section C – Conditions for Racing

C.1.1(a)	RRS 50.4 deleted to current RRS
C.6.1(c)	Seat exclusion amended to proposed rule change
C.6.1(d)	Headsail boom amended to proposed rule change
C.7.1(a)	Template tolerances moved from section K to section J
C.8.1(a)	Template tolerance defined in section J, repetition deleted
C.10.3(b)(2)	Mainsail clew point measurement defined

Section D – Hull

D.6.2(b)	Seat excluded from boat weight specified to proposed rule change
D.7.2	Measurement marks added for consistency with 2.4mR class rules
D.8.3(b)	Maximum with of ballast pig changed to 35kg for consistency with 2.4mR class rules

Section F – Rig

F.3.1(a)	Mast spar amended to proposed rule change
F.3.4	Mast forestay height dimension changed to 3730-3750mm to allow measurement tolerance

F.6.3 Headsail boom excluded from boat weight specified to proposed rule change

Section G – Sails

G.3.1(c) Sail letters and numbers height changed to 250-270mm for consistency with 2.4mR class rules

Section H – Class insignia and measurement marks

H.3 Measurement marks added for consistency with 2.4mR class rules

Section J – Hull, keel and rudder dimensions and templates

J.1 Hull drawings referred to Construction Manual J1

Hull dimensions added for reference

J.2 Template drawings referred to Construction Manual J2

Template clearances transferred from section K to section J as apply to all 2.4 NOD boats

Section K – Requirements for old Norlin mark III boats built before 2011-03-01

K.2 Hull dimension and template checks referred to section J

K.3 Additional checks changed to visual checks only

Explanation

The current 2.4 NOD class rules were last updated in 2015 to World Council approved changes. The proposed 2.4 NOD class rules is a comprehensive update to address proposed rule changes. World Sailing update, accredited builder change, ERS and RRS changes, coordination with 2.4mR class rules, formatting and minor corrections. A track changes version of the proposed 2.4 NOD Class Rules is available for review upon request.

Peter Russell
Chairman of the 2.4mR ICA Technical Committee.

Attachment 6(e)

2.4 NORLIN ONE DESIGN BOAT
CONSTRUCTION MANUAL

2022 (draft)

1 GENERAL

1.1 DESIGN

The 2.4 Norlin One Design boat was designed by Peter Norlin as The Norlin Mark III.

The 2.4 Norlin One Design Boat is called the 2.4 NOD boat in this Construction Manual.

This Construction Manual shall apply when manufacturing 2.4 NOD boats after 2019-06-03.

1.2 AUTHORITY

The International 2.4mR Class Association (ICA) is the authority, which

- administers the 2.4 NOD Accredited Builder agreement process
- assigns manufacturing rights for the 2.4 NOD boat to 2.4 NOD Accredited Builders
- terminates 2.4 NOD Accredited Builder agreements if required

1.3 2.4 NOD ACCREDITED BUILDER

2.4 NOD hulls including keels, decks and rudders shall only be manufactured by 2.4 NOD Accredited Builders.

Other components of the boat may be manufactured by other manufacturers. These products shall be certified by the Accredited Builder according to his own routines or by an official measurer. See below.

If the Accredited Builder is approved for In House Certification, IHC, according to the World Sailing (WS) Rules, he shall certify his own products. The ICA Certification Form shall be used.

If the Accredited Builder is not approved for In House Certification, IHC, according to the World Sailing (WS) Rules, the products shall be certified by measurement control made by an official measurer. The Accredited Builder shall pay the costs for this control. The ICA Measurement Report Form shall be used.

The Accredited Builder shall have a documented process with control stations, routines and checkpoints necessary to assure that the products comply with the Class Rules and this Construction Manual. This applies both to Accredited Builders approved and not approved for IHC.

1.4 DOCUMENTS

The following documents shall apply:

- Accredited Builder Agreement between the ICA and the Accredited Builder
- The 2.4 NOD Class Rules including references
- The 2.4 NOD Construction Manual

2 DRAWINGS

2.1 DIGITAL DRAWINGS

An Accredited Builder will receive an ICA data file describing the hull shell including deck, keel and standard rudder. From this data a plug can be produced by MNC technique from which the moulds can be manufactured. Moulds may also be manufactured directly from the data. Templates needed to check moulds and built hulls can be manufactured from the data in the same way.

2.4 NOD boat mould manufacture alternatives:

- Purchase moulds from another Accredited Builder
- Purchase moulds from a previously Licenced Builder
- Manufacture moulds from an ICA certified 2.4 NOD boat

All 2.4 NOD boat moulds shall be approved by the ICA to 2.4 NOD Class Rules.

3 HULL

3.1 MATERIALS

The **hull** excluding fittings ("off the shelf products") shall be built from Glass Reinforced Plastic. Aluminium or stainless steel reinforcements are permitted where needed. Parts of the **hull** excluding hull shell and keel may also be made from aluminium or stainless steel.

3.2 CONSTRUCTION

The exterior **hull** mouldings shall weigh not less than 3.6kg/m^2.

Where sandwich construction is used, the core material shall be of balsa, PVC or polyester or combinations thereof and shall be of density before lamination not less than 60kg/m^3 in average over a square with the sides 25mm.

The lay up of the **hull** shell lamination shall be in accordance with 2.4 NOD Class Rule D.2.3 (c) as approved by the ICA before the production starts.

The **hull** shall be manufactured from moulds in accordance with the ICA data file.

The assembling of **hull** and deck shall be made when the hull is placed in a jig or locked by templates to certify the correct beam at the sheer line and using a guiding template to locate the deck in correct position.

3.3 REQUIREMENTS OF THE CONSTRUCTION

HULL AND KEEL STIFFNESS

The **hull** and **keel** shall have such stiffness that when the **hull** is placed upside down and fastened on a rigid base the **keel** will not deflect from the centre plane of the boat more than 8mm when the **keel** is loaded by a horizontal load of 40kg perpendicular to the centre plane at a point in measurement section 2 placed 525mm from the baseline (see section 7.1 Dimensions). The deflection shall be measured when the load is increased from 10kg to 50kg.

CHAIN PLATE RIGIDITY

The chain plate construction shall have such a rigidity that the **mast** step displacement in vertical direction will not exceed 2.0mm when it is subjected to a vertical force of 200kg by a jack placed between the **mast** step fitting and a bar fastened to the shroud fittings in each end (the deflection of the bar must be known if the displacement is measured from it). The deflection shall be measured when the load is increased from 50kg to 250kg

4 DECK

4.1 MATERIALS

The deck excluding fittings and breakwater shall be built from Glass Reinforced Plastic. Aluminium or stainless steel reinforcements will be permitted where needed.

4.2 CONSTRUCTION

The exterior deck mouldings shall weigh not less than 3.6kg/m^2.

Where sandwich construction is used, the core material shall be of balsa, PVC or polyester or combinations thereof and shall be of density before lamination not less than 60kg/m^3 in average over a square with the sides 25mm.

The lay up of the deck lamination shall be in accordance with 2.4 NOD Class Rule D.2.3 (c) as approved by the ICA before the production starts.

The deck shall be manufactured from moulds in accordance with the ICA data file.

5 BUOYANCY/BUOYANCY TANKS

5.1 CONSTRUCTION

Buoyancy/buoyancy tanks in accordance with the 2.4 NOD Class Rules.

6 SEAT

6.1 MATERIALS

According to section 3.1 Materials.

6.2 CONSTRUCTION

Seat in accordance with the 2.4 NOD Class Rules.

7 ASSEMBLED HULL

7.1 DIMENSIONS

The **keel** line shall be taken as the intersection line from transom to stem of the hull shell and the **hull** centre plane.

The measurement sections shall be taken as vertical, transverse planes at the following positions:

Section A: 300 mm aft of **hull datum point** as defined in 2.4 NOD CR D.2.5
Section 0: at the **hull datum point** as defined in 2.4 NOD CR D.2.5
Section 1: 700mm from **hull datum point** as defined in 2.4 NOD CR D.2.5
Section 2: 1350mm from **hull datum point** as defined in 2.4 NOD CR D.2.5
Section 3: 2100mm from **hull datum point** as defined in 2.4 NOD CR D.2.5
Section 4: 2988mm from **hull datum point** as defined in 2.4 NOD CR D.2.5

The baseline shall be on the centre plane of the **hull** at the following vertical distances:

- at the **hull datum point** as defined in 2.4 NOD CR D.2.5: 437mm from the **hull** shell - at section 4: 400mm from the **hull** shell

DIMENSIONS – refer drawings J1, J3 & J4

	Minimum	Maximum
Hull length	4175mm	4183mm
Vertical distance from baseline to **keel** line		
at section A	481mm	483mm
at section 0	437mm	437mm
at section 1	118mm	120mm
at section 3	127mm	129mm
at section 4	400mm	400mm
Vertical distance from baseline to under-side of **keel** at section 2	576mm	578mm
Beam of **hull** at sheer line		
at section 0	536mm	542mm
at section 2	800mm	808mm

at section 4	302mm	309mm
Horizontal distance from the aft end of the **hull** to **hull datum point**	645mm	651mm
Horizontal distance from vertical section through **hull datum point**		
to fore end of **mast** spar hole at deck		2093mm
to aft end of shroud holes at deck	1902mm	
to forward end of shroud holes at deck		1982mm
Transverse distance between centres of shroud holes at deck and centre plane	240mm	268mm
Horizontal distance from the intersection of the forestay and the deck to forward end of **hull**	0mm	80mm
Keel girth at section 2		2752mm

TEMPLATES – refer drawing J2

The **hull** shall comply with the following hull templates:

- Section 0, 2 and 4 templates
- Stern section template

The **keel** shall comply with the following keel templates:

- Cross section 75 and 400 templates
- Underside keel template
- Trailing edge template

The **rudder** shall comply with the following rudder templates:

- Profile template
- Cross section 200, 400 and 600 templates
- Trailing edge template

The schedule of template compliance checks for prototype and new boats shall be in accordance with the ICA 2.4 NOD boat Inspection Plan.

Clearance to templates shall be in accordance with the 2.4 NOD Class Rules.

7.2 FITTINGS

MANDATORY

Mandatory fittings in accordance with the 2.4 NOD Class Rules:

OPTIONAL

Other fittings and their positions are optional.

No fittings may be attached to the outside of the hull (this means that for example plastic flaps between hull and rudder are not allowed).

8 BALLAST

Ballast in accordance with the 2.4 NOD Class Rules.

9 RUDDER

9.1 MATERIALS

The **rudder** blade shall be made of one or a combination of the following materials: Glass Reinforced Plastic and polyurethane foam. The **rudder** stock shall be of stainless steel.

9.2 CONSTRUCTION

The **rudder** shall be manufactured from moulds in accordance with the ICA data file.

9.3 DIMENSIONS

The **rudder** shall comply with the templates under section 7.1 DIMENSIONS.

Any part of the **rudder**, measured athwart ships shall not exceed 38mm when the **rudder** extends beyond the aft end of the water line.

The **rudder** stock shall be a pipe of stainless steel with outer diameter of 25mm $\pm$ 1mm and an inner diameter of not more than 22mm.

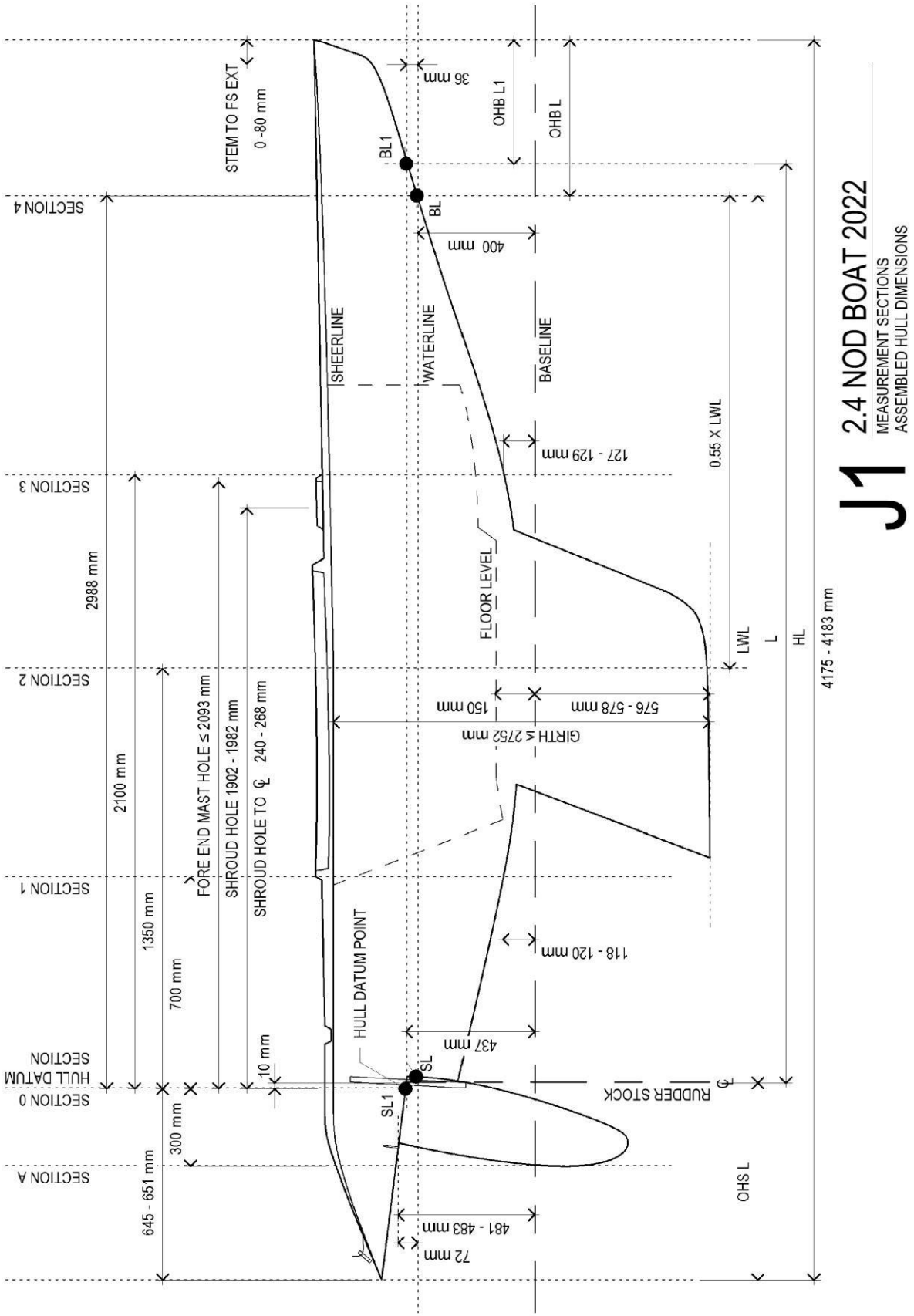
9.4 WEIGHTS

	minimum	maximum
Standard rudder including rudder stock	1.1kg	1.3kg

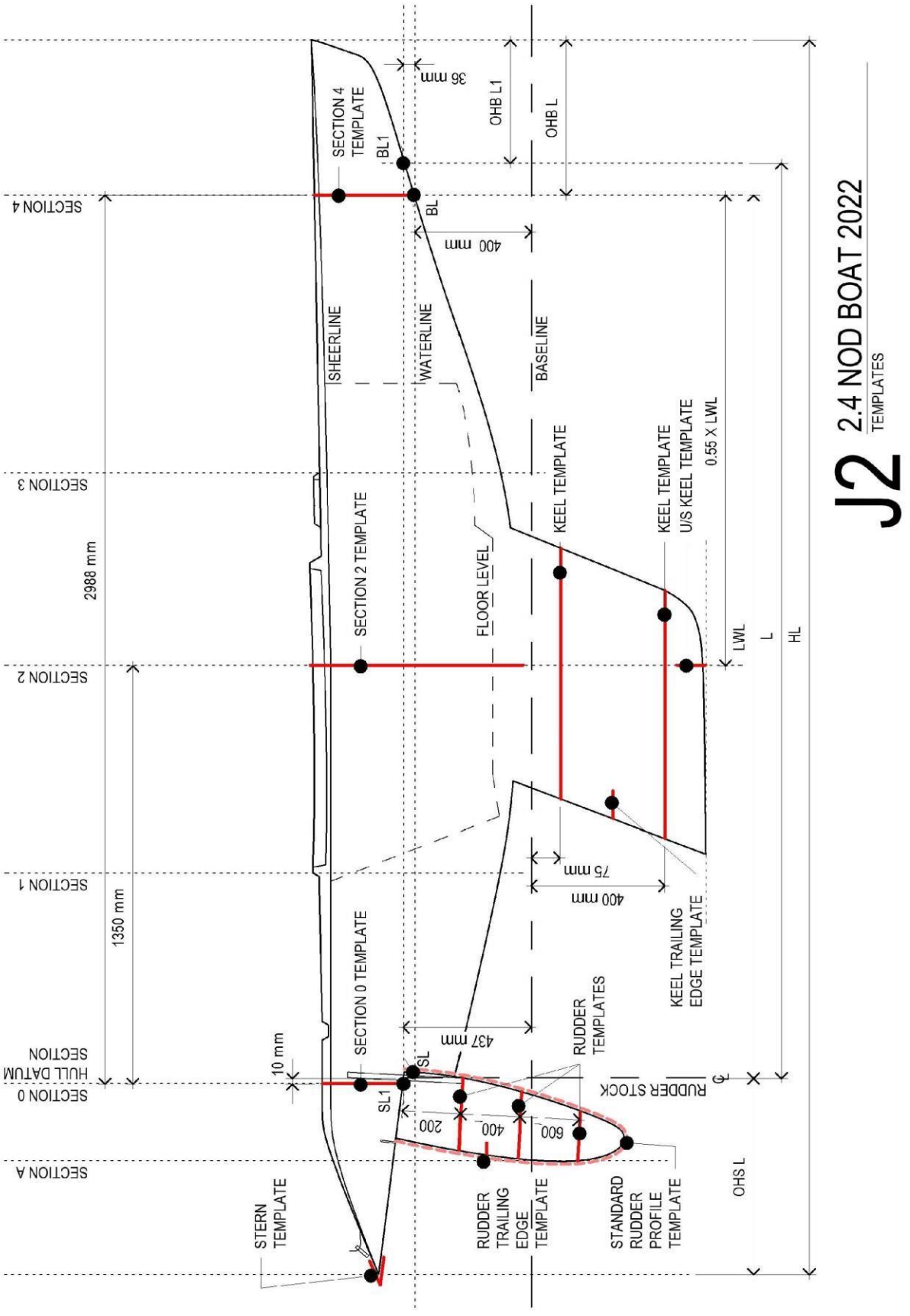
10 RIG

Rig in accordance with the 2.4 NOD Class Rules.

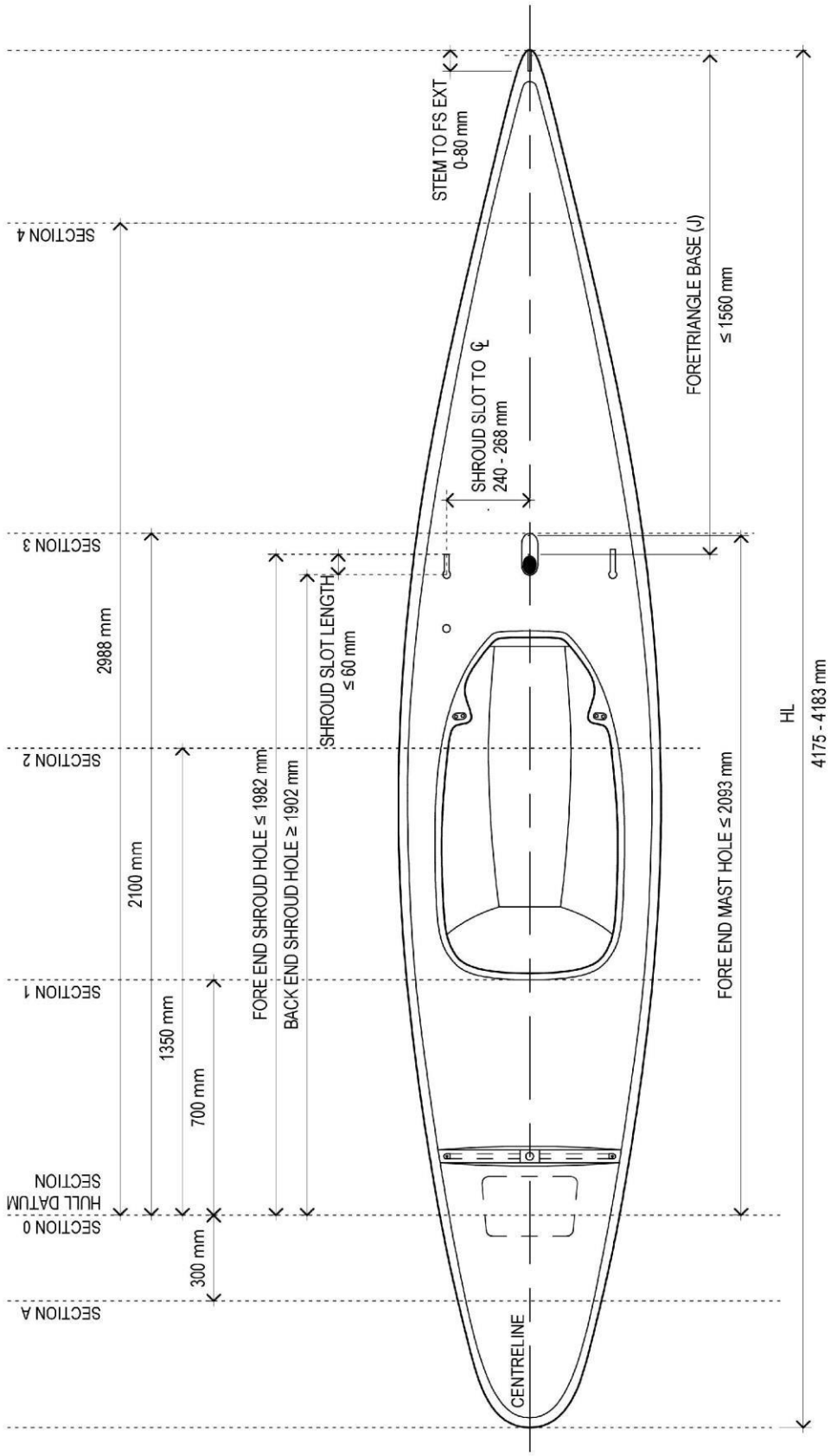
DRAWING J1


J1
2.4 NOD BOAT 2022
MEASUREMENT SECTIONS
ASSEMBLED HULL DIMENSIONS
STEM TO FS EXT
0 -80 mm
36 mm
OHB L1
OHB L
BL1
BL
400 mm
SHEERLINE
WATERLINE
BASELINE
127 - 129 mm
0.55 X LWL
FLOOR LEVEL
LWL
L
HL
4175 - 4183 mm
SECTION 4
SECTION 3
SECTION 2
SECTION 1
SECTION 0
SECTION A
HULL DATUM SECTION
2988 mm
2100 mm
1350 mm
700 mm
300 mm
645 - 651 mm
FORE END MAST HOLE ≤ 2093 mm
SHROUD HOLE 1902 - 1982 mm
SHROUD HOLE TO ℄ 240 - 268 mm
10 mm
150 mm
576 - 578 mm
GIRTH ≤ 2752 mm
HULL DATUM POINT
118 - 120 mm
437 mm
SL
SL1
℄ RUDDER STOCK
OHS L
481 - 483 mm
72 mm

DRAWING J2

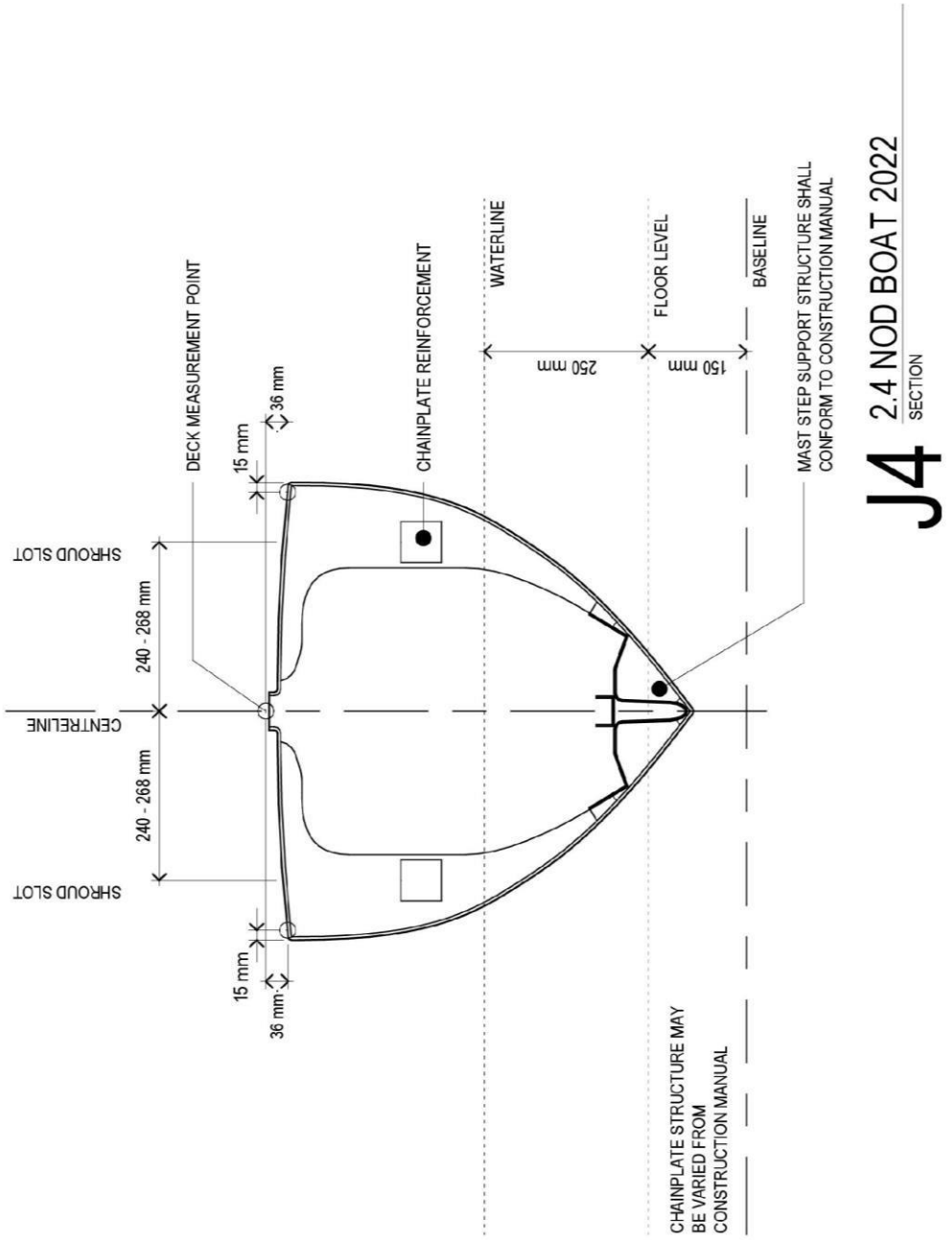

J2
2.4 NOD BOAT 2022
TEMPLATES
SECTION 4
SECTION 3
SECTION 2
SECTION 1
SECTION 0
SECTION A
HULL DATUM
2988 mm
1350 mm
10 mm
36 mm
400 mm
437 mm
75 mm
400 mm
OHB L1
OHB L
LWL
L
HL
OHS L
SECTION 4 TEMPLATE
BL1
BL
SHEERLINE
WATERLINE
BASELINE
KEEL TEMPLATE
KEEL TEMPLATE U/S KEEL TEMPLATE 0.55 X LWL
SECTION 2 TEMPLATE
FLOOR LEVEL
KEEL TRAILING EDGE TEMPLATE
SECTION 0 TEMPLATE
SL
SL1
RUDDER TEMPLATES
RUDDER STOCK
200
400
600
STERN TEMPLATE
RUDDER TRAILING EDGE TEMPLATE
STANDARD RUDDER PROFILE TEMPLATE

DRAWING J3



J3 2.4 NOD BOAT 2022
DECK LAYOUT

DRAWING J4


J4
2.4 NOD BOAT 2022
SECTION
DECK MEASUREMENT POINT
15 mm
36 mm
CHAINPLATE REINFORCEMENT
WATERLINE
FLOOR LEVEL
BASELINE
250 mm
150 mm
MAST STEP SUPPORT STRUCTURE SHALL
CONFORM TO CONSTRUCTION MANUAL
SHROUD SLOT
240 - 268 mm
CENTRELINE
240 - 268 mm
SHROUD SLOT
15 mm
36 mm
CHAINPLATE STRUCTURE MAY
BE VARIED FROM
CONSTRUCTION MANUAL

Attachment 6(f)

International 2.4mR Class Association, Technical Committee

R = (L + 2d – F + √S) / 2.37 = 2.4

2.4mR CLASS RULES – BUOYANCY CERTIFICATE

Existing Rule

B.4 FLOTATION CHECKS

B.4.1 The certificate shall carry a satisfactorily flotation check confirmation.

B.4.2 A race committee may require that a boat shall pass a flotation test in accordance with C.5.2 (b).

B.4.3 A boat may carry a separate buoyancy flotation certificate, where an official measurer confirms a satisfactorily flotation check. The International 2.4mR buoyancy flotation form shall be used. A flotation check is valid for not more than 5 (five) years.

New Class Rule approved by WS (subject to issue by WS)

A.15 BUOYANCY CERTIFICATE

A.15.1 The ICA Buoyancy Certificate shall state the WS/WORLD SAILING plaque number.

A.15.2 The ICA Buoyancy Certificate shall be filled and signed by an official measurer or a competent individual assigned by the Technical Committee.

A.15.4 The Buoyancy check shall be performed following the method given in Section L.

B.4 BUOYANCY CHECKS

B.4.2 A race committee may require that a boat shall pass a buoyancy check in accordance with Section L.

Section L – BUOYANCY CHECK

L.1 CONDITION OF THE BOAT

The boat shall be in racing condition according to Rule C.5.1 and with an additional weight of 35 kg lead placed within 100mm of the 0.55xLWL station. Hatches to watertight compartments, if any, shall be opened in order to let the tanks to be filled with water.

L.2 EXECUTION OF THE CHECK

The boat shall be filled with water until water flows out of the cockpit, it shall thereafter be tilted over to starboard, to port, to the bow and to the stern in order to let the air enclosed under deck and other parts of the hull to come out.

L.3 REQUIREMENTS The boat shall float in an approximately horizontal position.

2.4 NORLIN ONE DESIGN CLASS RULES – BUOYANCY CERTIFICATE

Existing Rule

A.18 BUOYANCY FLOATATION FORM

A.18.1 The ICA Buoyancy Certificate shall state the ISAF plaque number, the date of confirmation and the name and signature of the confirming individual.

A.18.2 The confirmation of the ICA Buoyancy Certificate shall be done by a class measurer or a person authorised by the NCA stating the date of the check.

A.18.3 A flotation check is valid maximum five (5) years from the date of the confirmation.

A.18.4 The flotation check shall be accomplished according to Section L.

Proposed Rule

A.18 BUOYANCY CERTIFICATE

A.18.1 The ICA Buoyancy Certificate shall state the WS/WORLD SAILING plaque number, the date of confirmation and the name and signature of the confirming individual.

A.18.2 A Buoyancy check shall be carried out and the ICA Buoyancy Certificate completed and signed by an official measurer or a competent individual assigned by the Technical Committee.

A.18.3 The Buoyancy check shall be performed following the method given in Section L.

A.18.4 An ICA Buoyancy Certificate is valid maximum five (5) years from the date of the confirmation.

Explanation

The current 2.4mR Class Rules require an official measurer to confirm satisfactory buoyancy checks. Buoyancy checks are critical to maintaining sailor safety – boats have sunk where buoyancy has become saturated over time. The proposed class rule change recognises that not all sailors have access to an official measurer and permits a TC assigned competent individual to confirm satisfactory buoyancy checks. The proposed class rule change also standardizes the wording with the new 2.4mR class rules.

Peter Russell

Chairman of the 2.4mR ICA Technical Committee.

Attachment 6(g)

International 2.4mR Class Association, Technical Committee

R = (L + 2d – F + √S) / 2.37 = 2.4

SEAT AND HEADSAIL BOOM

Background

The 2021 2.4mR ICA World Council approved resolutions 6 & 7 proposed by the Canadian 2.4mR Class Association to allow removal of the weight of any SEAT and PETER/HEADSAIL BOOM for measurement. The proposal seeks to allow sailors of all abilities who need a SEAT and PETER BOOM to enjoy competitive sailing in both 2.4mR and NOD events. The International 2.4mR Class Association Technical Committee has reviewed the proposal and recommend the following class rule amendments.

International 2.4mR Class Rules

Existing Rule

C.5 BOAT

C.5.1 WEIGHT

The weight of the boat in dry condition shall comply with that as stated in the measurement certificate.

The following portable and installed equipment shall be on board when measuring:

Fittings and equipment in D.9.1, C.4.1 (a)
Equipment in C.4.2 (a)
Equipment in C.4.1 (b) if this will be on board when racing.

International 2.4mR Class Rules

Proposed Rule

C.5 BOAT

C.5.1 WEIGHT

The weight of the boat in dry condition shall comply with that as stated in the measurement certificate.

(a) The following portable and installed equipment shall be on board when measuring:
Fittings and equipment in D.9.1, C.4.1 (a)
Equipment in C.4.2 (a)
Equipment in C.4.1 (b) if this will be on board when racing.

(b) The following installed equipment may be removed when measuring, removable equipment shall be capable of removal without tools:

(1) Seat consisting of a seat bottom and/or backrest and excluding any hull internal structure and floorboard. No part of a removable seat shall below floor level except fixing tabs with a maximum projection of 100mm. The maximum weight of any removable seat shall be 5kg.

(2) Peter Boom excluding any **running rigging**.

Note: The Headsail Boom is defined in the 2.4mR Class Rules F.1.2.(b) and G.4.5 as “Peter Boom” this can be amended to “Headsail Boom” for consistency. “Headsail Boom” is a defined Equipment Rules of Sailing (ERS) term.

2.4 Norlin One Design Class Rules

Existing Rules

C.6 BOAT

C.6.1 WEIGHT

(a)

	minimum	maximum
The weight of the **boat** in dry condition	253 kg	254 kg

The weight shall be taken including one jib and one mainsail and portable equipment as listed in C.5.1 (a) and, portable equipment in C.5.2 (a)
The seat may be excluded if it fulfils the requirement according to D.6.2(b). The approval of such a seat shall be marked on it by a class measurer.

(b) The horizontal distance between the balance point (centre of gravity) of the boat, when its baseline (waterline) is horizontal, and section 0 shall not be more than 1371mm or less than 1343mm. See also Section M.

D.6 SEAT

D.6.1 MATERIALS

(a) In addition to what is specified in D.2.3 any soft material that does not take up significant amounts of water.

D.6.2 CONSTRUCTION

(a) Seat included in **boat** weight (1) Construction is optional.

(b) Seat excluded from the **boat** weight

(1) Construction is optional except for what is given in (3)

(2) The total weight of the seat shall exceed 4 kg.

(3) When the seat is placed in its position for sailing, the centre of gravity of the seat, shall be located not more than 300mm below the sheer line level measured 1350mm forward of section 0.

(4) The approval of the seat shall be marked on it by a class measurer.

F.6 HEADSAIL BOOM

F.6.1 MANUFACTURER

(a) Manufacturer is optional.

F.6.2 MATERIALS

(a) Materials are optional.

F.6.3 CONSTRUCTION

(a) Construction is optional

F.6.4 FITTINGS

(a) Fittings are optional.

F.6.6 DIMENSIONS

(a) Dimensions are optional.

2.4 Norlin One Design Class Rules

Proposed Rules

C.6 BOAT

C.6.1 WEIGHT

(a)

	minimum	maximum
The weight of the **boat** in dry condition	253 kg	254 kg

The weight shall be taken including one jib and one mainsail and portable equipment as listed in C.5.1 (a) and, portable equipment in C.5.2 (a)

The seat may be excluded if it fulfils the requirement according to D.6.2(b).

The headsail boom may be excluded if it fulfils the requirement according to F.6.3(b).

(b) The horizontal distance between the balance point (centre of gravity) of the boat, when its baseline (waterline) is horizontal, and section 0 shall not be more than 1371mm or less than 1343mm. See also Section M.

D.6 SEAT

D.6.1 MATERIALS

(a) In addition to what is specified in D.2.3 any soft material that does not take up significant amounts of water.

D.6.2 CONSTRUCTION

(a) Seat included in **boat** weight

(1) Construction is optional

(b) Seat excluded from the **boat** weight

(1) Construction is optional

(2) Seat shall consist of a seat bottom and/or backrest and excludes any hull internal structure.

(3) Seat shall be capable of removal without tools

(4) No part of the seat shall below floor level except fixing tabs with a maximum projection of 100mm

(5) The maximum weight of a removable seat shall be 5kg.

F.6 HEADSAIL BOOM

F.6.1 MANUFACTURER

(a) Manufacturer is optional.

F.6.2 MATERIALS

(a) Materials are optional.

F.6.3 CONSTRUCTION

(a) Headsail boom included in **boat** weight:

(1) Construction is optional

(b) Headsail boom excluded from the **boat** weight

(1) Construction is optional

(2) Headsail boom excludes any **running rigging**

(3) Headsail boom shall be capable of removal without tools

F.6.4 FITTINGS

(a) Fittings are optional.

F.6.6 DIMENSIONS

(a) Dimensions are optional.

Explanation Canadian 2.4mR Class Association 2021 WC resolutions

SEAT

6. *The Canadian 2.4mR Class Association proposes amending 2.4mR and Norlin One Design Class Rules to allow the removal of the weight of the Seat from the weight of the boat when measured or checked.*

   Reason: *The 2.4mR and Norlin OD are small boats that have very little allowance for extra weight in the finished boat. The number one complaint from sailors is about seats. Many sailors in the class are older or disabled and require seats that support the body properly for the fun, safety and enjoyment of the boat. Due to current manufacturing techniques the boats are being delivered with kayak style fabric seats. These provide very little support and often cause pain that takes away from the enjoyment of the class. This type of seat is used instead of a fiberglass seats as they are very light weight and therefore allow the boat to carry a reasonable lead weight of 181kg. Should a sailor need to use a fiberglass seat the sailor is faced with removing lead to compensate for the weight of the seat. If a sailor does remove lead they feel uncompetitive.*

   The class does not regulate the weight of the sailor and therefore people sailing the boat can have a huge weight difference. Therefore having a seat in the less than 4.0kg range will not affect racing competitiveness. Light people and heavy people have both achieved success. If the sailors no longer feel safe or comfortable in the boat they will leave the class for other boats. Samples of proposed rules addressing the seat are attached.

PETER/HEADSAIL BOOM

7. *The Canadian 2.4mR Class Association proposes amending 2.4mR and Norlin One Design Class Rules to allow the removal of the weight of the Headsail Boom (max 3.0kg) of the boat when measured or checked.*

   Reason*: Some sailors wish or need to use a 95% headsail with a headsail boom in order to compete fairly in the class(s). This needs extra equipment and fittings that add significant weight to the boat. By removing some extra weight of the headsail boom these sailors can carry the same amount of lead as others sailing brings them closer to being equal. Recent configuring of a production style headsail has proven that there is not enough allowance in boat manufacturing to allow a Norlin OD boat to carry 181kg of lead with a production headsail boom.*

Peter Russell

Chairman 2.4mR ICA Technical Committee

Attachment 7(a)
NCA Proposal

U.K. NCA proposals for the 2022 International 2.4mR Class Association Electronic Annual General Meeting

- Proposal: To clarify that in line with the current constitution that the activities of the Technical Committee are fully reportable and accountable to the Executive Committee.

- Proposal: The Executive Committee must evaluate the potential to split the administration of "Norlin 2.4 One Design" and the "International 2.4mR Class". This should be done by a balanced sub-committee of the classes. This Committee to have a neutral chairman outside of the classes. This work to be done and reported via the EC to the World council having obtained first World Sailing consideration and in liaison with individual 2.4mR sailors. This work completed with proposals at the next AGM (2023).

- Proposal: The treasurer has an EC vote providing he does not hold office in another position.

- Proposal: No member of the EC has more than one vote.

- Proposal: The UK NCA proposes that the findings of the review of the governance of the International Class Association, as promised at the last AGM be published within a month of the 2022 AGM being held."

Proposed Committee members

- Proposal for Executive Committee Director of Jean Paul Alexander
- Proposal for Vice President of Alexander Sadilek
- Proposal for Technical Committee of Keith Gordon
- Proposal for Class Secretary of Simon Hill
- Proposal for Treasurer of Simon Hill

Attachment 7(b)
NCA Proposal

French NCA proposals for the 2022

Electronic Annual General Meeting

1- **Proposition :**

Préciser que, conformément à la constitution actuelle, les activités du Comité Technique doivent faire l'objet d'un rapport complet et ledit Comité doit rendre des comptes au Comité Exécutif.

a. **Proposal :**

To clarify that in line with the current constitution that the activities of the Technical Committee are fully reportable and accountable to the Executive Committee.

2- **Proposition :**

Le Comité exécutif doit évaluer la possibilité de séparer l'administration de la "Classe internationale 2.4mR" et de la " Norlin 2.4 One Design". Ceci devra être analysé par un sous-comité équilibré entre les deux classes. Ce comité doit avoir un président neutre extérieur aux deux groupes. Ce travail doit être entrepris et rapporté via le CE au Conseil Mondial après avoir obtenu l'opinion de World Sailing et en informant individuellement chaque propriétaire de 2.4mR. Ce travail sera complété par des propositions présentées lors de l'AGM suivante (2023).

a. **Proposal :**

The Executive Committee must evaluate the potential to split the administration of "Norlin 2.4 One Design" and the "International 2.4mR Class". This should be done by a balanced subcommittee of the classes. This Committee to have a neutral chairman outside of the class. This work is to be done and reported via the EC to the World Council having obtained first World Sailing consideration and in liaison with individual 2.4mR sailors. This work completed with proposals at the next AGM (2023).

3- **Proposition :**

Le trésorier a une voix au CE à condition qu'il n'y occupe pas une autre fonction.

a. **Proposal :**

The treasurer has an EC vote providing he does not hold office in another position.

4- **Proposition :**

Aucun membre du CE ne dispose de plus d'une voix.

a. **Proposal :**

No member of the EC has more than one vote.

International 2.4mR Class Association

Electronic Annual General Meeting

5- **Proposition :**

La NCA française propose que les conclusions de l'examen de la gouvernance de l'Association Internationale de la Classe, comme promis lors de la dernière AG, soient publiées dans un délai d'un mois après la tenue de l'AG de 2022.

a. **Proposal :**

Paris, October 12th 2022

French NCA proposals for the 2022

The French NCA proposes that the findings of the review of the governance of the International Class Association, as promised at the last AGM be published within a month of the 2022 AGM being held.

6- Proposition de directeur du comité exécutif : " Jean Paul Alexander ".

a. Proposal for Executive Committee Director of " Jean Paul Alexander"

7- Proposition de Vice-président : " Alexander Sadilek ".

a. Proposal for Vice President of " Alexander Sadilek"

8- Proposition pour le comité technique : "Keith Gordon"

a. Proposal for Technical Committee of "Keith Gordon "

9- Proposition pour le Secrétaire de classe : "Simon Hill"

a. Proposal for Class Secretary : "Simon Hill"

10- Proposition pour le trésorier : "Simon Hill »

a. Proposal for Treasurer is "Simon Hill"

11- Proposition :

Dans le cadre de la recherche d'une solution à la création éventuelle de deux classes distinctes, et afin de donner à chacun la possibilité d'exprimer son opinion sur cette évolution fondamentale de notre Classe Internationale, l'AGM mandate le Comité Exécutif pour organiser la création d'une base de données internationale et volontaire de tous nos membres et pour définir les conditions dans lesquelles son utilisation peut être activée.

a. Proposal :

As part of our search for a solution to the possible creation of two separate classes, and in order to give everyone the opportunity to express their opinion on this fundamental development of our International Class, the AGM mandates the Executive Committee to organize the creation of an international, voluntary database of all our members and to define the terms under which its use can be activated.

Electronic Annual General Meeting

12- Proposition :

Lors du premier semestre 2023, le Comité Technique devra fournir au Comité Executif une réponse claire aux questions suivantes : - Pourquoi avons-nous besoin d'une section One Design dans notre constitution ?

- Quel est le manque de cohérence de la règle mR qu'ils pensent compenser par la rédaction de cette section ?
- Dans le cas où nous ne retournerions pas aux Paralympiques, quel serait le but de continuer à développer une telle section ?

a. Proposal :

Paris, October 12th 2022

French NCA proposals for the 2022

In the first half of 2023, the Technical Committee should provide the Executive Committee with a clear answer to the following questions:

- Why do we need a One Design section in our constitution? - What is the inconsistency in the mR rule that they think they are compensating for by writing this section?
- In the event that we do not return to the Paralympics, what is the purpose of continuing to develop such a section?

Paris, October 12th 2022

Attachment 7(c)

French NCA proposals for the 2022 International 2.4mR Class Association Electronic Annual General Meeting

Amendment Proposal 12

1- **Proposition :**
Préciser que, conformément à la constitution actuelle, les activités du Comité Technique doivent faire l'objet d'un rapport complet et ledit Comité doit rendre des comptes au Comité Exécutif.

   a. **Proposal :**
   To clarify that in line with the current constitution that the activities of the Technical Committee are fully reportable and accountable to the Executive Committee.

2- **Proposition :**
Le Comité exécutif doit évaluer la possibilité de séparer l'administration de la "Classe internationale 2.4mR" et de la " Norlin 2.4 One Design". Ceci devra être analysé par un sous-comité équilibré entre les deux classes. Ce comité doit avoir un président neutre extérieur aux deux groupes. Ce travail doit être entrepris et rapporté via le CE au Conseil Mondial après avoir obtenu l'opinion de World Sailing et en informant individuellement chaque propriétaire de 2.4mR. Ce travail sera complété par des propositions présentées lors de l'AGM suivante (2023).

   a. **Proposal :**
   The Executive Committee must evaluate the potential to split the administration of "Norlin 2.4 One Design" and the "International 2.4mR Class". This should be done by a balanced subcommittee of the classes. This Committee to have a neutral chairman outside of the class. This work is to be done and reported via the EC to the World Council having obtained first World Sailing consideration and in liaison with individual 2.4mR sailors. This work completed with proposals at the next AGM (2023).

3- **Proposition :**
Le trésorier a une voix au CE à condition qu'il n'y occupe pas une autre fonction.

   a. **Proposal :**
   The treasurer has an EC vote providing he does not hold office in another position.

4- **Proposition :**
Aucun membre du CE ne dispose de plus d'une voix.

   a. **Proposal :**
   No member of the EC has more than one vote.

5- **Proposition :**
La NCA française propose que les conclusions de l'examen de la gouvernance de l'Association Internationale de la Classe, comme promis lors de la dernière AG, soient publiées dans un délai d'un mois après la tenue de l'AG de 2022.

   a. **Proposal :**

Paris, October 26th 2022

French NCA proposals for the 2022 International 2.4mR Class Association Electronic Annual General Meeting

Amendment Proposal 12

The French NCA proposes that the findings of the review of the governance of the International Class Association, as promised at the last AGM be published within a month of the 2022 AGM being held.

6- Proposition de directeur du comité exécutif : " Jean Paul Alexander ".

a. Proposal for Executive Committee Director of " Jean Paul Alexander"

7- Proposition de Vice-président : " Alexander Sadilek ".

a. Proposal for Vice President of " Alexander Sadilek"

8- Proposition pour le comité technique : "Keith Gordon"

a. Proposal for Technical Committee of "Keith Gordon "

9- Proposition pour le Secrétaire de classe : "Simon Hill"

a. Proposal for Class Secretary : "Simon Hill"

10- Proposition pour le trésorier : "Simon Hill »

a. Proposal for Treasurer is "Simon Hill"

11- Proposition :

Dans le cadre de la recherche d'une solution à la création éventuelle de deux classes distinctes, et afin de donner à chacun la possibilité d'exprimer son opinion sur cette évolution fondamentale de notre Classe Internationale, l'AGM mandate le Comité Exécutif pour organiser la création d'une base de données internationale et volontaire de tous nos membres et pour définir les conditions dans lesquelles son utilisation peut être activée.

a. Proposal :

As part of our search for a solution to the possible creation of two separate classes, and in order to give everyone the opportunity to express their opinion on this fundamental development of our International Class, the AGM mandates the Executive Committee to organize the creation of an international, voluntary database of all our members and to define the terms under which its use can be activated.

12- Proposition :

Lors du premier semestre 2023, le Comité Technique devra fournir au Comité Executif une réponse claire aux questions suivantes : - Pourquoi avons-nous besoin d'une section One Design dans notre constitution ?

- Quel est le manque de cohérence de la règle mR qu'ils pensent compenser par la rédaction de cette section ?
- Dans le cas où nous ne retournerions pas aux Paralympiques, quel serait le but de continuer à développer une telle section ?

Premier amendement à la Proposition 12 de la Classe Française : La raison d'être de ce travail est de décrire une vision constructive et réaliste de la section OD dans nos règles de jauge.

Paris, October 26th 2022

French NCA proposals for the 2022 International 2.4mR Class Association Electronic Annual General Meeting

Amendment Proposal 12

Il ne s'agit en aucun cas de décrire l'histoire de ladite section, dont les détails sont connus de tous, mais de combler le manque d'une définition claire du projet OD dans sa contribution aux règles historiques de notre classe.

Le but principal de cette proposition est de mettre en évidence les avantages que notre classe pourrait tirer d'une telle règle de DO, sachant que les raisons de son origine disparaîtraient avec la fin de notre sélection pour les Jeux Paralympiques et ne seraient utilisées que lors des Championnats du Monde de Parasailing.

a. Proposal :

In the first half of 2023, the Technical Committee should provide the Executive Committee with a clear answer to the following questions:

- Why do we need a One Design section in our constitution? - What is the inconsistency in the mR rule that they think they are compensating for by writing this section?
- In the event that we do not return to the Paralympics, what is the purpose of continuing to develop such a section? **First Amendment to Proposition 12 of the French NCA : The rationale for the work requested from the Technical Committee is to describe a constructive and realistic vision of the OD section of our measurement rules.**

It is not a question of, in any way, to describe the history of the said section, the details of which are known to all, but to fill the gap in the definition of the OD project as it relates to the historical measurement of our class.

The main purpose of this proposal is to highlight the advantages that our class could gain from such an OD rule, knowing that the reasons for its origin would disappear with the end of our selection for the Paralympic Games and would only be used during the Parasailing World Championships.

Paris, October 26th 2022

Attachment 7(d)
NCA Comments

On behalf of the Canadian NCA I would like to comment on the Proposals submitted by the British & French NCA to the up coming International AGM.

First I would like to comment that some of the proposals are word for word identical and wonder whether the same person drafted these proposals. I also find that two of these issues were addressed at the 2021 AGM and a decision was reached at that meeting.

Specifically the issue of whether the treasurer should be a voting member of the executive committee was discussed and it was decided that should be included in the review of the constitution. A constitution review subcommittee has been formed and they should address this issue.

A second proposal to split the administration of the class into an open 2.4mR and a Norlin 2.4 class was discussed at length last year and did not have wide class support. It reminds of the politics we have in Canada where a vocal minority in one province keeps raising the issue of leaving the country. If they bring the issue up enough times maybe one day they will get enough support but they will never reunite. Overall we are a small class which is just maintaining our number of members worldwide. This is the road to failure. Instead of talking about dividing let's work hard to grow all elements of the class, encourage interested small boat builders to become certified builders of the 2.4 and work with them to grow the class.

With respect to the UK proposal regarding the EC promising to review the governance of the International class I can find no such item in the minutes of the 2021 AGM as published on the class website. I am confused about whether such a promise was made.

Respectfully submitted

Peter Wood
President
Canadian 2.4mR class association

Sent from my iPad

Attachment 7(e)
NCA Comments

German NCA comments on the proposals of the French NCA

Proposal

To clarify that in line with the current constitution that the activities of the Technical Committee are fully reportable and accountable to the Executive Committee.

Comment:
The communication between the TC and EC is already regulated in the constitution (see text below).
The TC prepares and distributes a report for each TC meeting, which can also be read on the ICA homepage.

As the proposal is not accompanied by a justification for the need for discussion, we request that this proposal is not discussed.

Proposal

The Executive Committee must evaluate the potential to split the administration of "Norlin 2.4 One Design" and the "International 2.4mR Class". This should be done by a balanced subcommittee of the classes. This Committee to have a neutral chairman outside of the class. This work is to be done and reported via the EC to the World Council having obtained first World Sailing consideration and in liaison with individual 2.4mR sailors. This work completed with proposals at the next AGM (2023).

Comment:
We see no reason to separate the Norlin 2.4 One Design Class into a separate subcommittee.

Our Constitution clearly describes:
"In addition to the international 2.4mR Class and by separate regulations the 2.4mR International Class Association manages the "2.4 Norlin One Design Class", a class which not yet has achieved its international status."

See also:
Minutes of 2019 Annual General Meeting International 2.4 Metre Class Association 3-5. Proposal: That One Design has less importance in the overall class and further development should be ceased.

Comment: "World Council still support the development of the OD class as one of the parts of the 2.4mR CLASS Association."

Discussion:
Intent of proposal is to promote 2.4mR class not to challenge OD class (GER), OD class required for para events (SWE), OD is possible Olympic class for men, women & disabled as

inclusive event (ITA), OD racing is basis of USA sailing, class marketing needs to 2.4mR focus, not para focus (USA), OD builder's licences need world-wide, not expensive to build OD (PS), Olympics require OD class, OD keeps value in existing yachts and keeps sailors in class (SB), marketing should be 2.4mR focussed (ALL).

Resolution: World Council agreed to not support the proposal to cease development of OD class.

As the proposal is not accompanied by a justification for the need for discussion, we request that this proposal is not discussed.

Proposal :
The treasurer has an EC vote providing he does not hold office in another position.

Comment: We see no reason to separate the Norlin 2.4 One Design Class into a separate sub-committee.

Our Constitution clearly describes: *"In addition to the international 2.4mR Class and by separate regulations the 2.4mR International Class Association manages the "2.4 Norlin One Design Class", a class which not yet has achieved its international status."*

See also: *Minutes of 2019 Annual General Meeting International 2.4 Metre Class Association*

3-5. Proposal: That One Design has less importance in the overall class and further development should be ceased.

Comment: "World Council still support the development of the OD class as one of the parts of the 2.4mR CLASS Association."

Discussion: Intent of proposal is to promote 2.4mR class not to challenge OD class (GER), OD class required for para events (SWE), OD is possible Olympic class for men, women & disabled as inclusive event (ITA), OD racing is basis of USA sailing, class marketing needs to 2.4mR focus, not para focus (USA), OD builder's licences need world-wide, not expensive to build OD (PS), Olympics require OD class, OD keeps value in existing yachts and keeps sailors in class (SB), marketing should be 2.4mR focussed (ALL).

Resolution: World Council agreed to not support the proposal to cease development of OD class.

As the proposal is not accompanied by a justification for the need for discussion, we request that this proposal is not discussed.

German NCA comments on the proposals of the French NCA

Proposal

As part of our search for a solution to the possible creation of two separate classes, and in order to give everyone the opportunity to express their opinion on this fundamental development of our International Class, the AGM mandates the Executive Committee to organize the creation of an international, voluntary database of all our members and to define the terms under which its use can be activated.

Comment:
We already have two classes. The "Int. 2.4mR Class" and the "Norlin 2.4 One Design Class" (NOD). The NOD Class is not yet an Int. Class Ass. and is administered by the 2.4mR ICA.

"World Council still support the development of the OD class as one of the parts of the 2.4mR CLASS Association." (AGM 2019)

As the proposal is not accompanied by a justification for the need for further discussion, we request that this proposal is not discussed.

Proposal

In the first half of 2023, the Technical Committee should provide the Executive Committee with a clear answer to the following questions:
- Why do we need a One Design section in our constitution?- What is the inconsistency in the mR rule that they think they are compensating for by writing this section?
- In the event that we do not return to the Paralympics, what is thepurpose of continuing to develop such a section

Comment:
"World Council still support the development of the OD class as one of the parts of the 2.4mR CLASS Association." (AGM 2019)

As the proposal is not accompanied by a justification for the need for further discussion, we request that this proposal is not discussed.

Oliver Thies
Chairman Germany

Stephan Giesen
Director Sports Germany

Hamburg 9.11.2022

Attachment 7(f)
NCA Comments

German NCA comments on the proposals of the U.K. NCA

Proposal

To clarify that in line with the current constitution that the activities of the Technical Committee are fully reportable and accountable to the Executive Committee.

Comment:

The communication between the TC and EC is already regulated in the constitution (see text below). The TC prepares and distributes a report for each TC meeting, which can also be read on the ICA homepage.

INTERNATIONAL 2.4mR CLASS ASSOCIATION CONSTITUTION

9.7 TECHNICAL COMMITTEE

"The Technical Committee reports to the EC."

As the proposal is not accompanied by a justification for the need for discussion, we request that this proposal is not discussed.

Proposal

The Executive Committee must evaluate the potential to split the administration of "Norlin 2.4 One Design" and the "International 2.4mR Class". This should be done by a balanced sub-committee of the classes. This Committee to have a neutral chairman outside of the classes. This work to be done and reported via the EC to the World council having obtained first World Sailing consideration and in liaison with individual 2 .4mR sailors. This work completed with proposals at the next AGM (2023).

Comment:

We see no reason to separate the Norlin 2.4 One Design Class into a separate sub-committee.

Our Constitution clearly describes: *"In addition to the international 2.4mR Class and by separate regulations the 2.4mR*

International Class Association manages the "2.4 Norlin One Design Class", a class which not yet has achieved its international status."

See also: *Minutes of 2019 Annual General Meeting International 2.4 Metre Class Association*

3-5. Proposal: That One Design has less importance in the overall class and further development should be ceased.

Comment:

"World Council still support the development of the OD class as one of the parts of the 2.4mR

German NCA comments on the proposals of the U.K. NCA

CLASS Association."

Discussion:

Intent of proposal is to promote 2.4mR class not to challenge OD class (GER), OD class required for para events (SWE), OD is possible Olympic class for men, women & disabled as inclusive event (ITA), OD racing is basis of USA sailing, class marketing needs to 2.4mR focus, not para focus (USA), OD builder's licences need world-wide, not expensive to build OD (PS), Olympics require OD class, OD keeps value in existing yachts and keeps sailors in class (SB), marketing should be 2.4mR focussed (ALL).

Resolution: World Council agreed to not support the proposal to cease development of OD class.

As the proposal is not accompanied by a justification for the need for discussion, we request that this motion is not discussed.

Proposal

The UK NCA proposes that the findings of the review of the governance of the International Class Association, as promised at the last AGM be published within a month of the 2022 AGM being held."

Comment: We see no reason to separate the Norlin 2.4 One Design Class into a separate subcommittee.

Our Constitution clearly describes:

"In addition to the international 2.4mR Class and by separate regulations the 2.4mR International Class Association manages the "2.4 Norlin One Design Class", a class which not yet has achieved its international status." See also:

Minutes of 2019 Annual General Meeting International 2.4 Metre Class Association

3-5. Proposal: That One Design has less importance in the overall class and further development should be ceased.

Comment: "World Council still support the development of the OD class as one of the parts of the 2.4mR CLASS Association."

Discussion:

Intent of proposal is to promote 2.4mR class not to challenge OD class (GER), OD class required for para events (SWE), OD is possible Olympic class for men, women & disabled as inclusive event (ITA), OD racing is basis of USA sailing, class marketing needs to 2.4mR focus, not para focus

German NCA comments on the proposals of the U.K. NCA

(USA), OD builder's licences need world-wide, not expensive to build OD (PS), Olympics require OD class, OD keeps value in existing yachts and keeps sailors in class (SB), marketing should be 2.4mR focussed (ALL).

Resolution: World Council agreed to not support the proposal to cease development of OD class.

As the proposal is not accompanied by a justification for the need for discussion, we request that this motion is not discussed.

Oliver Thies

Chairman Germany

Stephan Giesen

Director Sports Germany

Hamburg 9.11.2022

Nominee for Secretary Comments on Proposals and Class Document Changes

The concerns over holding a well-attended and organized AGM meeting is valid to make it something NCA's and members all look forward to and attend annually. Those items like revising the class constitution prior to the meeting will help keep the meeting moving and pertinent to participants by keeping executive committee items out of the general membership meeting.

The discussions of splitting the class has been had I believe at least twice in the resent past and is being proposed to be considered one more time. The rationale for this escapes me as I do not believe this strengthens the class or the sailors. This year in the USA 15 boats have received their OD Certificates with 4 more once their replacement ISAF stickers are issued in the coming weeks. That is 19 OD boats showing a solid interest in the OD Classification within the 2.4mR class within the US NCA. The sailors have shown the desire to compete within this rule while sharing the water and class with those who wish to race in an open configuration. Separating the groups weakens our numbers at a time when we need to grow our fleets and create manufactures at multiple locations around the globe.

The importance of the hull scans to aid in the establishing of manufactures and uniform molds is of high significance to the future health and growth of the fleets. The efforts in updating and further defining class documents are helpful and reflect well on the EC and TC's.

We are looking forward to the upcoming AGM meeting and seeing how our fleets and international management can continue to grow and flourish.

John Seepe

US 2.4mR Class Vice-president

Attachment 9(a)

FIN NCA:

Hi Tim,

The Finnish CA would like to nominate for directors to the EC Niko Salomaa FIN and Bruce Millar CAN.

Best regards

Rikard

GER NCA:

Dear International EC Members,

The following Executive / Technical Committee positions are on nomination from German NCA to be elected at the 2022 eAGM:

The following positions were nominate for a 2 year term at the 2022 eAGM.

EC Vice President: Fia Fjelddahl SWE

Secretary: John Seepe USA

TC Member: Keith Gordon GBR

TC Member: Thomas Jatsch GER

The following positions are nominate for a 1 year term:

Treasurer: Simon Hill GBR

EC Director: Niko Salomaa FIN

EC Director: Bruce Miller CAN

With Best Regards,

Oliver Thies
Germany NCA 2.4mR Chairmen
GBR NCA: (from GBR Proposal document)

Proposed Committee members

- Proposal for Executive Committee Director of Jean Paul Alexander
- Proposal for Vice President of Alexander Sadilek
- Proposal for Technical Committee of Keith Gordon
- Proposal for Class Secretary of Simon Hill
- Proposal for Treasurer of Simon Hill

FRA NCA: (from FRA Proposal document)

6- Proposition de directeur du comité exécutif : " Jean Paul Alexander ". a. Proposal for Executive Committee Director of " Jean Paul Alexander"

7- Proposition de Vice-président : " Alexander Sadilek ". a. Proposal for Vice President of " Alexander Sadilek"

8- Proposition pour le comité technique : "Keith Gordon" a. Proposal for Technical Committee of "Keith Gordon "

9- Proposition pour le Secrétaire de classe : "Simon Hill" a. Proposal for Class Secretary : "Simon Hill"

10-Proposition pour le trésorier : "Simon Hill » a. Proposal for Treasurer is "Simon Hill"

Attachment 9(b)

Hi here is my text to the AGM.

Hi, my name is Fia Fjelddahl and I am 23 years old. Currently I am studying civil engineering at Chalmers University of Technology. I have been sailing 2.4mR since november 2015 and I have loved it since then. As for 2019 I managed to take the bronze medal at the Worlds in Genua. I think I am a suitable candidate for the board since I have some knowledge in how other classes run. Therefore I believe I could contribute to enhance what is already good with the ICA but help to develop where there needs to be. I also have been a member of the board at my local sailing club in the past so I have some knowledge in being a board member.
The same with the current always moving, the world is always moving and changing. If we want to be a strong class association and have more people sailing the lovely 2.4mR then we also need to be moving with the world!

Is that ok for being a text?
Sincerely, Fia Fjelddahl (from the worlds in Oman)

Attachment 9(c)

To introduce and familiarize others with who I am, this is offered. I started sailing while in the US Navy and started a "sailing team" while serving on the USS Nimitz where we existed for almost 3 years. During this time, we enjoyed the opportunity to be part of the Louis Vuitton series to the 1995 America's Cup with each team member on a different course boat setting marks etc. I moved from racing to cruising and then back to racing on other people's boats enjoying time racing in the Farr 40 fleet on a West Coast winner.

In November 2018 I had an accident on my way to work where I lost my left leg, my left shoulder was terribly crushed, and my right wrist received a plate as did my shoulder. This had me thinking my days sailing were over but had The Stars & Stripes America's Cup team from Long Beach come by and take me out foiling for 4 hours in March of 2019. I was shown that I could still enjoy the sport of sailing, maybe not as I did once, but I could still sail.

My first 2 regattas were in Hansa 303 boats. I did well (taking 1st in San Francisco and 2nd in San Diego) but found the boats to be basic and not challenging. At my first regatta in April of 2019, I saw my first 2.4mR and fell in love with it, getting 3 pictures of myself with it even though I had no idea what a 2.4mR was. In October I applied for and was selected for a Clagett Grant boat, being the first American sailor to receive one. In December of 2019 I sailed a 2.4mR for the first time and what a shock. The boat was demanding, and the sailors really knew how to sail, it wasn't an easy fleet. I was starting at the bottom and figuring it out from the back of the fleet.

I have since spent my time getting to know the boat, the fleet, and helping the class in any way possible over the last 3 years. I flew to Germany in 2021 to participate in the Para World Sailing Championships representing the whole Western Hemisphere. It was at the Warnemunde Worlds I met many of the international top sailors.

In 2022 I was elected as the US 2.4mR Vice-president and participated in all the US 2.4mR events as well as a Toronto Canada regatta before the 2022 World Championships. I contributed my time and financial resources to making the event a great and memorable one for all who came. It is to the same end that I wish to extend further my services and resources to the international class as Secretary bringing with me the same devotion and focus that I have to my professional jobs in Nuclear Power and Aerospace to this great class of sailboats. The goal would be to grow and strengthen the class, in any way I can, to do this internationally within each NCA and the International Class if selected.

Very Respectfully,

John Seepe
US 2.4mR Class Vice-President *336-929-6244*

Attachment 9(d)

Candidate for re-election as Executive Committee Director of the 2.4mR International Class Association.
Jean-Paul ALEXANDER

Dear 2.4 mR sailors,

I was elected EC director since 2019 and re-elected since then. I wish to go for another year (this time the last one) because there is still a lot to do.

As I wrote in my previous message the International 2.4m4 Class Association is at a turning point but the effective will to take the turn is missing. Principal reason is lack of proper communication. We have a excellent website with a lot of information (thank you Virgile) but we need more and better direct communication between ICA – EC – TC – NCA – members.

The Technical Committee worked almost exclusively on the Norlin III Class Rules. Their minutes reached the EC with 6 months delay. The style is forceful, even suggesting exclusive Norlin III races. Or the constitution is clear (9.7.2), the technical committee reports to the EC. Wat we need is an open, constructive dialogue , a platform for exchange of idea's. Propositions made ready in teamwork for the World Council.

A major problem is a lack of up to date e-mail address and telephone numbers of the NCA's and their members. We know that 2.4 mR Class issues, race calendar (international and national) are sometimes not discussed within the board of the NCA's, especially with their members. It's difficult, if not possible, to get an overview of the planed races, late stands the exact number of members and the boats in each country.

There is an urgent need to up-date the constitution of the ICA. One item I particularly want to support is the reduction of the officers elected period to a maximum of four (4) years. An exception for the treasurer and secretary if supported by special majority of the World Council. By doing this more and fresh members get a chance to get elected.

The last years much energy went to endless discussions about development 2.4 mR versus Norlin One design, inclusivity versus exclusivity, desire to reintegrate the Paralympics or not.
We should focus on terrific regatta, fun, friendship and welcome everyone. This is for me the only way to make the class more attractive to new and younger sailors. More sailors can assure a healthy second hand market and viable boatbuilders.

There is still a lot to be done but with your renewed support I'm willing to continue to serve the class for another one year term.

Jean-Paul (BEL 13)

Attachment 9(e)

Hello

I'm Niko Salomaa, I'm 34 years old and I've been sailing my whole life with family and friends. In 2010 I was injured while serving in the Finnish military. I've taken part in every open World Championships and Para Worlds ever since 2011. I studied Industrial Engineering and Management in University and am currently employed by a Finnish company. I'm a two time Paralympian, London 2012 and Rio 2016. The reason I would like to join the board is to assist in helping the present board of directors continue the development of the 2.4m class. My belief is that my youth will offer a unique perspective.

I have enjoyed the many friendships, the excellent competitions and hope that with my involvement I can give something back to the class which I so enjoy.

Best Regards Niko

Attachment 9(f)
Election Ballot

Ballot of EC/TC Positions for 2022 eAGM

Available Position	Name of Nominee, MNA	Nominating NCA(s)
Vice President Two year term, vote for one		
	Alexander Sadilek CZE	GBR, FRA
	Fia Fjelddahl SWE	FIN
Secretary Two year term, vote for one		
	John Seepe USA	GER
	Simon Hill GBR	GBR, FRA
EC Director(s) One year term, vote for two		
	Bruce Millar CAN	FIN, GER
	Jean Paul Alexander BEL	GBR, FRA
	Niko Salomaa FIN	FIN, GER
Treasurer One year term, vote for one		
	Simon Hill GBR	GBR, GER, FRA
Technical Committee Member(s) Vote for any/all		
	Keith Gordon GBR	GBR, GER, FRA
	Thomas Jatsch GER	GER