

CLASS RULE CHANGE SUBMISSION REQUEST FORM

Submission Deadline: 1/08/05

Please reply to the ISAF office via email: submissions@isaf.co.uk or
by fax: +44 (2380) 635 789 only

Submission made by: International 2.4mR Class Assocation	Date: 14 – 06 - 2005	Contact: Håkan Kellner Fagerövägen 30 791 53 FALUN SWEDEN mkellner@telia.com
Current Position: <i>(Explanation: If the submission proposes a change to existing Class Rules, please define the current rules or position).</i> D.6.2 WATERLINE LENGTH		
Submitted Amendment: <i>(Explanation: please detail the current rule, with the proposed changes set out with the exact words you propose inserted or deleted.)</i> Current Rule: <ul style="list-style-type: none">(a) The waterline length (LWL) shall be measured between the forward “L” mark (See H.4, D.8.2 and D.9.2 (a)) and aft most of :<ul style="list-style-type: none">1. Where the waterline meets the aft end of the hull, or2. The centre of the axis of the rudder stock New Rule: <ul style="list-style-type: none">(a) The waterline length (LWL) shall be measured between the forward “L” mark (See H.4, D.8.2 and D.9.2 (a)) and the aftmost of:<ul style="list-style-type: none">1. the part of the hull at or below the LWL including any fairing strips attached to the hull but excluding the rudder and normal rudder hangings, or2. The centre of the axis of the rudder stock.		
Reasons to support submission: <i>(Explanation: Please define clearly the reasons for making this submission).</i> The change is to prohibit boats with parts of the hull below LWL going aft of LWL station.		
Current Position: <i>(Explanation: If the submission proposes a change to existing Class Rules, please define the current rules or position).</i> D.8.2 HOLLOWES		
Submitted Amendment: Current rule: <ul style="list-style-type: none">(a) There shall be no hollows in the surface of the hull between the LWL plane and the sheerline except an area at the stern between the buttock lines 100mm from the yacht centreline and below L1. Should there be any irregular hollows or notches in the stem of the yacht within a vertical distance of 30mm above or below the flotation water line, they shall be bridged across within the limits of said vertical distance. The extent that bridging increases the length for measurements or the waterline length, the increased length shall be used for the purpose of rating or displacement.		

New rule:

- (a) There shall be no hollows in the surface of the hull between the LWL plane and the **sheerline** except at the stern within the buttock lines 100mm from the yachts centreline and below L1.

Should there be any hollows or notches in the stem of the yacht when measuring from any point below to any point above the LWL plane, they shall be bridged across by a straight line from points on the stem within a vertical distance of 30mm above and below the LWL plane for the purpose of rating.

Reasons to support submission:

(Explanation: Please define clearly the reasons for making this submission)

There is a contradiction in the current rule saying that there shall not be any hollows above the LWL and saying that if there should be hollows within the vertical distance 30mm above and below LWL.

Current Position:

(Explanation: If the submission proposes a change to existing Class Rules, please define the current rules or position).

[G.2.4 DEFINITIONS](#)

Submitted Amendment:

Insert new definition:

Upper Leech Point is specified by the distance 500mm from the **Head Point**.

Reasons to support submission:

(Explanation: Please define clearly the reasons for making this submission)

Inserting a new measurement "upper width" will stop sails with very large roaches

Current Position:

(Explanation: If the submission proposes a change to existing Class Rules, please define the current rules or position).

[G.3.4 DIMENSIONS](#)

Submitted Amendment:

Insert new measurement:

Upper width.....0.19 x E

Reasons to support submission:

(Explanation: Please define clearly the reasons for making this submission)

See G.2.4

Current Position:

(Explanation: If the submission proposes a change to existing Class Rules, please define the current rules or position).

[New appendix K](#)

Submitted Amendment:

Section K – IFDS RULE

K. 1 SCOPE

The rules in this Section K shall apply to 2.4mR boats competing in events ruled by IFDS like the Paralympic Regatta, the World Championships for disabled sailors, individual country trials to such events etc. The rules are additional rules to those in Sections A – J, and shall be read in conjunction with them.

This Section K will only apply when it is referred to in Notice of Race and Sailing Instructions.

K. 2 CERTIFICATE

In addition to B.1.1 the **boat** shall have a separate certificate according to the rules in this section K and according to a separate Measurement Form.

K. 3 BOAT

K.3.1 WEIGHT

The weight in C.5.1 shall be minimum 259 kg and maximum 261 kg

K.3.2 BALLAST

The weight of the lead **ballast** in the keel including equipment specified below and placed in the keel whilst racing shall be maximum 182 kg. Equipment that is not included in the **ballast** weight is one electrical pump weighing not more than 0.400kg, one manual bilge pump made of plastic and hoses made of plastic.

K.3.3 CORRECTOR WEIGHTS

- (a) When the **boat** weight with ballast according to K.3.2 is less than required in K.3.1, the difference shall be placed as **corrector weights** of lead fastened to the hull according to K.3.3 (b). The weight and location of the **corrector weights** shall be recorded in the certificate.
- (b) All **corrector weights** shall be placed above the floor level and at least 50% of its weight shall be placed under the deck. The centre of gravity of these **corrector weights** shall be located not more than 200 mm from the 0.55xLWL station. The floor level is defined as a horizontal level 550mm below the **sheerline** at the 0.55xLWL station.
- (c) No equipment or installations are allowed to be made of lead or contain lead except for ballast according to K.3.2 and **corrector weights** according to K.3.3 (a) and (b).

K. 4 HULL AND DECK

K.4.1 MOULDS

The hull and deck shall be built in moulds made according to the Norlin Mark III design and by builders licensed by the designer Peter Norlin or with his permission by the ICA. **No changes, fairings etc are allowed on the outside of the hull and the deck except when needed for special equipment e.g. peter boom.**

K. 5 ASSEMBLED HULL

K.5.1 FITTINGS AND EQUIPMENT

The **foretriangle base J** in D.9.1 (a) (3) shall be 1560mm

K.5.2 DIMENSIONS

In order to check that the two halves of the hull shell and the deck are correctly assembled to each other the following measurements shall be controlled:

Beam of hull at sheerline	minimum	maximum
At a section 430mm from the stem head (L1 station)	244mm	254mm
At a section 2185mm from the stem head (0.55LWL)	801mm	809mm
At a section 3525mm from the stem head (L1 station)	533mm	543mm
Chain girth, at a section 2185mm from the stem head (0.55 LWL). Girth taken from the sheerline on one side round the keel and up to the sheerline on the other side	2740mm	2752mm

Clearance to templates at :	minimum	maximum
Stem at a section 430mm from the stem head (L1 station)		
Template placed perpendicular to the stem line	0	2mm
Underside of keel at a section 2185mm from stem head (0.55LWL)		
Template placed vertically	0	2mm
Fore side of keel 500mm above underside		
Template placed horizontally	0	2mm
Stern centreline 100mm in front of the rudder stock		
Template placed vertically	0	2mm

K.5.3 KEEL TIP WEIGHT

maximum

The keel tip weight of the **boat** excluding **ballast**, equipment in the keel see K.3.2, **rig** and **sails**.

18kg

The tip weight shall be taken when the boat is hanging in the lifting straps fastened inside the boat and with the keel held in a horizontal position by supporting it on a point 50mm from the under side of the keel in the 0.55LWL section.

K.5.4 CHECKING THE HULL AGAINST OTHER BOATS

Measurement to check the conformity of a boat to the Norlin MarkIII design can be carried through by comparing the boat against a randomly picked reference group of boats. If any measure on the boat being checked differs more than 3mm from the boats in the reference group, the checked boat shall be regarded as not legal. This method shall be used only to check the outside shape of the hull and the keel excluding the deck and excluding divergences due to damage.

K. 6 HULL APPENDAGES

K.6.1 RUDDER

The shape of the rudder blade shall comply with the template with the **clearance minimum 0mm and maximum 5mm.**

K. 7 RIG

K.7.1 BOOM

The **Outer point distance** in C.8.3 (a) shall be maximum.....1960mm.

K.7.2 STANDING RIGGING, DIMENSIONS

The fore triangle base in C.8.4. (a) shall be maximum..... 1560mm.

K.7.3 MAST DIMENSIONS

Amendment to F.3.4

Lower point to upper point shall be maximum.....4650mm

K.7.4 WHISKER POLE DIMENSIONS

Amendment to F.5.2

Whisker pole length shall be maximum2106mm

K. 8 SAILS

K.8.1 MAINSAIL DIMENSIONS

Amendment to G.3.4

maximum

Half width1333mm

Three-quarter width 804mm

Upper width..... 372mm

K.8.2 DIMENSIONS OF HEADSAIL WITHOUT BATTENS

Amendment to G.4.4.

maximum

Foot length1716mm

Three-quarter width 437mm

Half width827mm

K.8.3 DIMENSIONS OF HEADSAIL WITH BATTENS

Amendment to G.4.5

maximum

Foot length 1482mm

Three-quarter width 468mm

Half width 850mm

Reasons to support submission:

(Explanation: Please define clearly the reasons for making this submission)

The IFDS wants to insert rules for the “one design class” used in the Paralympic regatta and other regattas for only disabled sailors. This class will not be a real one design class, as the construction, fittings etc are still open for innovations in some extent, but the major factors governing the speed performance of the boat are limited. The “one design class boats” will still be capable to give good competition in the open class.