From: International 2.4mR Class Executive Committee
To: ISAF Secretariat
Re: Proposal to amend Section K of the 2.4mR Class Rules

In February of this year we submitted a significant proposed amendment to Section K of our Class Rules after seeking guidance from both Jason Smithwick and Georg Tallberg, and having gained full support from IFDS and our World Council. The purpose of the amendment is to make Section K a true one-design division rule within the 2.4mR Class Rules, that along with a one-design building manual, will effectively govern the Norlin Mk III as a one-design for IFDS and also for the many able-bodied sailors who desire a one-design 2.4 meter sailboat. One of the greatest legacies and future growth opportunities for our class is that the 2.4 meter enables able-bodied and disabled sailors to compete on a level playing field. The 2006 and 2010 open world championships were won by disabled sailors. There is no other international class boat we know of that both encourages and facilitates this kind of competitive sailing opportunity.

As you may know, Section K provides measurement criteria that enable the Norlin Mk III to race more like a ‘one-design’ 2.4 meter for IFDS events where it is currently the single-person boat for the 2012 and 2016 Paralympics. However, the current Section K is inadequate in several important ways.

1. While it has established a set of criteria that allows measurers to ‘group’ older and new Norlin Mk III boats as ‘similar’ for IFDS events, it does not adequately define a true one-design 2.4 meter. It is in effect a ‘retrofit’ rule, is not linked to one-design building specifications, and is too much of an ‘open’ rule, which is not appropriate for one-design.

2. Further, Section K has certain ballast and other limitations that require disabled sailors to reconfigure their boats to race in open events (or able-bodied sailors must reconfigure to race in IFDS ‘open’ events like Miami OCR). This makes it more difficult for sailors of all abilities to sail together, which is a major strength of our class.

While we believe that supporting our strong contingent of disabled members and the importance of the 2.4 meter to IFDS and the Paralympics are reasons enough to make Section K a true one-design rule, there are other very important considerations.
1. The 2.4mR class today is actually much closer to being a one-design class than an open (construction) class governed by a meter boat rule. Over 95 percent of registered active boats are of a single design (the Norlin Mk III). On average about 50 new 2.4 meter boats are built each year, and all but a few are Norlin Mk III designs. Most sailors who buy a used or new Norlin Mk III do not reconfigure the boat to optimize it under the meter boat rule (changes to displacement, sail area, etc.), but accept the 'standard' rig, sail area, and displacement and instead optimize the trimming consoles, steering, running rigging, and sail shape (like any one-design class).

2. Understanding these trends, the class officers and the majority of our World Council recognized and agreed several years ago that the future growth of the class would be more as a one-design than a construction class. The challenge we face is how to evolve our class into a position where we can have a one-design rule that governs the 95% of our class who essentially sail the exact same boat, and still enable those who prefer to sail a non-Norlin Mk III design the opportunity to design new boats and race competitively in the class by measuring as a 2.4 meter.

3. Since the Class currently has international status, it does not make sense to start a new separate one-design class and transfer members away from the existing class. Accordingly, our goal is to create a sub-class (division) of 2.4 meter boats that are of the same design and built to a one-design rule, which will allow the class to evolve with appropriate rule structure in the future.

In summary, the 2.4mR Class is seeking ISAF help to make Section K a true one-design rule within our current Class Rule. Making this happen will accomplish two very important Class goals. First it will provide the right one-design rule governance for IFDS/Paralympic events. And second, it will help the Class evolve towards one-design. All of this is completely consistent with the Norlin Mk III growth trends for the past five years, the wishes of the majority of our membership, and the needs of a strong worldwide contingent of disabled sailors.

International 2.4 mR Class Association
Executive Committee
Chairman: Karl Wessberg (FIN)
Members: Peter Wilson (USA), Bruce Millar (CAN), Rikard Bjurström (FIN), Pekka Seitola (SWE)