

To All

Here is the final draft of the 2.4 one-design rule for NCA approval in principle by September 1st. We ask that each NCA respond with a confirmation of their vote (yes or no) to proceed which was given at the AGM in Kolding last August.

Countries voting in favor of adding a one-design rule

(list)

Countries voting against adding a one-design rule

(list)

Further, we ask that each NCA submit to the ODRC any specific questions or issues they believe should be discussed by the WC at the AGM in Gran Canaria before the rule is finalized and sent to ISAF. The EC has read through this document and finds that it follows the guide lines set out by the WC at the last AGM. The One Design Rules Committee (ORDC), which consists of the following members: Hakan Kellner Chair, Peter Wilson, Stellan Berlin, Rikard Bjurström and Peter Norlin, has completed its assignment to produce a set of Rules for the future One Design Class to be submitted to the WC. The rule will also provide for existing Norlin Mk III boats to obtain a one-design certificate.

The ODRC has also developed a licensing agreement whereby Peter Norlin gives control of the one-design 2.4 in return for royalties, so the class can control the builders and assure high quality and consistent production standards going forward. ***The ORDC has made a time consuming, serious and significant effort to bring this to the membership in time for review and to have questions answered.***

Here are some highlights that I believe to be important...

1. The Class will take control of new licensing agreements between approved builders (who can meet ISAF in-house certification standards) and the ICA. Unlike in the past where the license agreement was between Peter Norlin and builders, and hence the class had no controls, the ICA will be the licensor and have full responsibility for control of builders and the standards for their completed boats. This is critical for a successful one-design boat.

2. The one design rules committee has been convinced for some time that the biggest variation in boat performance is ballast, not shape (no surprise here). There will be a ballast limitation at 184 kg., and measurement at major events will include weighing the ballast and use of a metal detector to search for illegal ballast.
3. Incomplete or 'kit' one-design boats will not be available unless it necessary to install adaptations for disabled sailors. Licensed builders can only sell a complete boat to able bodied sailors, which means hull and deck bonded, ballast weighed, all up weight confirmed at 253/254 kilos, floatation in place, etc. Each boat will come with a measurement certificate that conforms to the ISAF requirements for in house certification, which cannot be obtained afterwards. Incomplete boats sold to disabled sailors for adaptive devices must be certified as one-design after the adaptations are complete.
4. Norlin Mk III 'open' boats built before implementation of the one-design rule will have to be completely remeasured to receive a one-design certificate. The hull and other tolerances will be similar to appendix K, and very tight. Any Norlin Mk III built after the implementation date will not be able to receive a one-design certificate.
5. The intention is that the OD class rule shall be in force from 2009-01-01, assuming World Council and ISAF approval. However, practicality of timing for ISAF approval and licensing/certifying one-design builders may extend this timing to mid 2009.

Here is some short information about the Rule:

1. The aim of the work has been to get boats that have better performance and better behaviour than recent ones and that the boats shall be more equal, which gives more fair competition.
2. The One Design boat will be a 2.4mR boat
3. The same insignia will be used in the sail (practical purpose)
4. The same sail number series will be used (practical purpose)
5. Old Norlin Mk III boats may be approved as OD boats according to rules in Section L. Exceptions from certain rules are made for these boats stated as "boats built before 2009-01-01" (The word grandfathering is not used)
6. There will be a Class controlled process to assure that all moulds the same.
7. The hull and rig will have a tight range of minimum-maximum weight to help assure minimum variation in ballast under a fixed all-up weight.
8. Hull lamination shall be in accordance with the current 2.4 rule. A builder's process must receive ICA pre-approval, and lamination will be checked during the construction process.
9. Mast profile will be according to the current 2.4 rule.
10. The cockpit layout shall be free/open except that plans shall specify keel reinforcements, mast step support, bulkheads, and floors.

11. Assembling the deck to hull must be done with the boat in the moulds and four stations checked to assure control of the beam.
12. The rule will describe what hull maintenance is permitted or not to control fairing.
13. The 'deep' rudder will be standard for better steering control in rough seas.
14. Shrouds may be adjustable, but if so, they must be attached below deck with limits on size of deck slots.

Here's some short information about the License Agreement:

1. The builder shall pay a license fee of 3.5% of the list price of a boat to the ICA. (The fee shall be decided by the ICA). 2.5% of this license fee shall be paid as a royalty to the designer by the ICA, and 1.0% will be kept by the ICA for licensing administration expense. A written agreement for this has to be made between the designer and the ICA.
2. The intension is that In House Certification shall be applied.
3. The ICA shall have possibilities to terminate agreements if the builder does not fulfil requirements given in the LA.

In summary we believe that an excellent one-design rule has been developed that will help the class to grow, enable the vast majority of existing boats to compete in one-design if they choose, and allow for continuation of open 2.4 class racing where this is the preferred approach.

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