

REPORT TO THE EXECUTIVE COMMITTEE
OF THE 2.4MR INTERNATIONAL CLASS ASSOCIATION

One Design Sub-Committee *

10 January 2021

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*hereinafter abbreviated "ODSC"

1 RECOMMENDATIONS TO THE EC

For the applied procedure and the wordings of the original ODSC members' recommendations see section 5.3, p. 6. In short these recommendations are :

1. There are a reasonable size group of sailors that wish to sail their 2.4m boats using the One Design rule. The OD does no harm to the 2.4mR class.
2. A mechanism should be set up to review the 2.4mR rules regularly to keep them current and to avoid extremes. The TC should bring in an outside independent professional such as a naval architect hopefully with metre rule experience.
3. The Norlin MkIII OD rule within the 2.4mR rule should be tightened and developed further with these goals :
 - a) To serve for choosing as equipment for high level WS events
 - b) To provide sailors below the top level (without need of squeezing the mR-rule to the extreme) with a competitive boat within the 2.4mR class
 - c) To avoid the depreciation of the majority of existing boats
 - d) To enable builders to serve the market and not to discourage builders wanting to enter the 2.4 OD market
4. The development should be done by the TC. Representatives of the PWSC and of the WS Equipment Rules Sub-Committee should be consulted on a continuous base.
5. Boats at open Worlds that are OD should be measured in the OD system. At top level events prizes should be given to OD boats, sailing as normal part of the fleet.

2 BASIS OF THE WORK OF THE ODSC

2.1 EC DECISION

The EC has decided on October 14, 2020¹

- *Formation of an evenhanded OD sub committee of five people to carry the process through to conclusion.*
- *Discussion regarding work needed for existing class NMK3 boats to be included in OD going forward. Opportunity to bring OD into compliance with WS. Need to define goal/vision for NOD Class.*
- *What is the goal of the OD sub-committee? What is the message to WS? Need to create recommendations for EC/AGM/WC/WS approval.*

¹ below Official EC protocol

2 Basis of the work of the ODSC

- *Steve, JPA, Tim, Rikard, HHL. Voted to approve formation of sub-committee with stipulation of goal of recommendations to submit to membership. Need to work within the class AND get WS to approve. See agenda item #4². Similar to 8mR subclasses etc.*
- *Need to detail AGM approved changes to re-submit to WS for approval of Constitution. HHL³ as committee chair, Simon⁴, Martin W. Jones⁵, Brian Todd⁶ with goal of 10th January for report of recommendations.⁷*

2.2 HISTORICAL BACKGROUND

2.2.1 DEVELOPMENT CLASS

The 2.4mR Class is a development class, based on the Meter Rule Measurement System. The mR rating is calculated using basically length, girth measures, freeboard, draft, displacement and sail area of the boat. "The purpose of these rules is to give a designer the possibilities to develop and produce a fast boat within the limitations of these rules. Because of that these rules are open class rules."⁸

2.2.2 ONE DESIGN

The 2.4mR was determined to be the Single-handed boat for the Paralympics 2000 Sydney. To make sure that all competitors sailed boats of a comparable standard, the Norlin MkIII with additional specifications was chosen as equipment. For the subsequent Paralympics more specifications were fixed in the so-called "Appendix K" of the 2.4mR rule. In 2015 the Appendix K rule was replaced by the "2.4 Norlin One Design Rule"⁹, to be used for the 2016 Paralympics in Rio de Janeiro.

"The vast majority of boats are to the Norlin Mk 3 design which has proved to be the bench mark in design and performance. This design has been adopted by IFDS as the single handed Paralympic boat. With the result that the 2.4mR One Design Class has been formed using the Norlin Mk 3 design and operates within the national and international class associations."¹⁰

² in the EC protocol #4 is : "Formation of the ideal terms for the OD Class that will work within the Metre Boat Class not recognized by World Sailing or the process necessary to detail it. — See below."

³ HHL = Hanns Hermann Lagemann (EC director, GERHL3)

⁴ Simon = Simon Hill (ICA treasurer, GBRSH84)

⁵ GBRMW95

⁶ Para World Sailing Committee, CANBT1

⁷ A fifth member has not been appointed.

⁸ International 2.4mR Class Rules 2013 V2,

see [www.sailing.org/tools/documents/24m2013CR100513v2-\[15093\].pdf](http://www.sailing.org/tools/documents/24m2013CR100513v2-[15093].pdf)

⁹ see www.inter24metre.org/files/2614/4697/1448/2.4ODCR20150901.pdf

¹⁰ see www.ukassociation2-4mr.co.uk/index.php/information/the-2-4mr

3 PROCEDURAL METHODS

3.1 SOURCES

3.1.1 DOCUMENTS

ICA documents the ODSC based themselves on are all released to the public or cited here explicitly.

3.1.2 EXPERTISE

The ODSC has asked the NCAs and some experts (like the TC chairman and the former EC member Heiko Kröger) four questions to identify their preferences. The tendency of the answers may be summarised as follows. (The questions and answers are reported in full in Section 6, p. 7.)

1. The elaboration of a new OD rule is not supported.
2. If there any changes regarding the OD rule, the changes should be based on the 2015 OD rule, describing the Norlin Mk III.
3. Part of the answers reflect that loopholes in the existing rule are not a problem. Others propose that the Norlin Mk III rule should be retained, enforced and strengthened.
4. A new rule should let existing Norlin Mk III boats qualify as new OD boats.

3.2 INTERNAL DISCUSSION

The ODSC has predominantly discussed the subject by e-mails.

4 TARGET GROUPS

The ODSC is well aware that the question of an OD boat within the 2.4mR development class is not just a technical one. An OD boat has to serve the needs of the sailors, which might be grouped for this purpose into target groups.

5 Recommendations

4.0.1 DISABLED SAILING

The use of the 2.4 (see section 2.2.2, p. 3) as equipment for the Paralympic Games has provided good media coverage, which has served the class as a whole. For this reason it is advisable to propose an OD rule as a base for a future equipment chosen for these kind of events.

This group needs a strictly regulated OD boat. In the past, there has been a lot of “creative use” of the existing rules. Therefore we need a tight rule that can be enforced in practice.

4.0.2 MEMBERS

The most important target group are the sailors already in the class. The vast majority of them are far away from a national level, they are happy to end up in the first third of a national or regional regatta. As sales figures from the past show, these sailors prefer a boat that is ready to sail without any further sophisticated tuning.

4.0.3 SAILORS FROM OTHER CLASSES

Our third target group are sailors from other classes we can attract to switch to the 2.4. They do not have the physical fitness anymore to sail a dinghy (on the level they used to do) or they are weary of having five digit costs in Euros each year for equipment, crew, transport and not least depreciation. They like to sail on a tactically ambitious level, and most of them just want to sail without doing a lot of handicraft work, without paid boat maintenance. They do not want to care about which boat to buy, they buy the boat the others sail. This sets up the need for a soft OD.

5 RECOMMENDATIONS

5.1 OD REQUIREMENTS

Although it was not the ODSC's duty to develop a vision for the class, some elements of such a vision, leading to requirements, are helpful, if not necessary to develop recommendations on the OD issue. This is why a few such elements are named here.

- The 2.4mR class is a development class. However an OD rule is needed for (hopefully future) Olympic and Paralympic events and for the the majority of sailors who do not want to spend money in new designs and boats built in short runs. Of course an OD boat must qualify as an 2.4mR automatically.
- This OD rule must be as tight as practicable. However the rule must take into account that handicapped people have different needs and boats must fit men and women and people of different ages and sizes. In short : It should be a truly integrated rule that fits everyone but makes the boats as equal as possible.

5 Recommendations

- To retain the value of older boats the OD rule must be so close to the old version that unmodified old OD boats must qualify as new OD without great changes. Boats built to the new OD rule may be somewhat faster, but not noticeably faster than the old OD boats.
- The measurement process must be easy and practical. Post manufacturing control must be possible.
- The OD rule needs the approval of World Sailing.

5.2 ANSWERS OF THE NCAs ET AL.

The answers have shown the preference of improving (if necessary) the existing Norlin MkIII rule rather than having a new OD rule.

5.3 RECOMMENDATIONS TO THE EC

In view of the very restricted time from the end of October 2020 until the beginning of January it could not be expected that the ODSC would give technical recommendations on a future OD. The ODSC has identified problems in the context and discussed possible solutions.

The ODSC has compiled a number of individual suggestions. It's in the nature of things that the members' opinions are differing. The following suggestions, given in the original wording of the proposer have found a relative majority in the ODSC.

With regard to general aspects of the OD rule :

- There are a reasonable size group of sailors that wish to sail their 2.4m boats using the One Design rule.
- The OD does no harm to the 2.4mR class.

With regard to the original 2.4mR rule and the TC :

- Set up a mechanism to review the 2.4mR metre rule –say every 5 ?? years . and require the TC to have a qualified yacht designer (hopefully with metre rule experience) included in that decision making group.
- The 2.4mR rules should be under regular review to keep them current and to avoid extremes.
- We recommend for the Technical Committee an outside independent professional such as a naval architect is retained by the class to remove bias and to add factual information to development or changes.

With regard to the future One Design rule :

- The existing rule must be tightened.

6 Questions to the NCAs et al. and their answers

- The Norlin MkIII OD rule within the 2.4mR rule should be tightened and developed further with these goals : To serve for choosing as equipment for high level WS events. To provide sailors below the top level (without need of squeezing the mR-rule to the extreme) with a competitive boat within the 2.4mR class. To avoid the depreciation of the majority of existing boats.
- The OD rule should be developed while taking into consideration the need for builders to valet the market and not to discourage builders wanting to enter the 2.4 OD market.
- The OD rule should be developed by a committee formed by TC members, a representative of the PWSC, a representative of the WS Equipment Rules Sub-Committee. If necessary, a naval architect could called in temporarily. The EC will be informed continuously.

With regard to the future race event treatment of OD boats :

- At top level events prizes should be given to OD boats, sailing as normal part of the fleet.
- Boats at open Worlds that are OD should be measured in the OD system.

6 QUESTIONS TO THE NCAs ET AL. AND THEIR ANSWERS

Answers from AUS, CAN, FIN, FRA, GBR, GER, HKG, NOR, SWE, USA, representing 271 of 348 boats (≅ 78%) arrived in time. Belated answers after editorial deadline, so not cited here, came from AUT, CZE, ITA. No answers have been received from the NCAs of IRL, NED and POL.

The Technical Committee, CAN and Heiko Kröger have supplied additional remarks , which are worth to be noted. Please pay attention to the annexe at the end of this section.

1 — Given, that the 2015 OD rule is not recognised by WS and that an OD rule is needed as a base for an equipment description for high level WS events, do you support the elaboration of a new OD rule ?

NCAs

AUS AUS reply is NO.

We note that the NOD rules were prepared in accordance with the World Sailing (WS) closed class rules template for a “measurement controlled class” and would be acceptable to WS subject to class compliance with WS Regulation 10. Greater NOD sailing participation across the world (not rule changes) is required for international status.

NOD yachts do not exist to just satisfy para sailing demands. Australia enjoys Norlin 3 sailing with one-design competition providing enjoyment for all sailors on a level playing field.

6 Questions to the NCAs et al. and their answers

- CAN The Canadian 2.4 Meter Class Association supports the 2015 Norlin M3 OD class rules in a format which meets the requirements of World Sailing with amendments which close loopholes, add clarity, remove an ambiguity, or address omissions in the rule. Updates to the rule should not allow or require significant changes to the Norlin M3 boat. The Canadian 2.4 Meter Association does not support a major rewrite of the existing Norlin M3 One Design rule to create a new OD rule.
- FIN Yes and no, the current rule is a good base, it is not necessary that WS recognise the rule in this stage.
- FRA YES
- GBR Yes we support the development of a new OD rule. OD still forms an essential PART of the class provided that a suitable rule is in place and as long as we know what we are trying to achieve. What do we want the OD to be and why? The basic objective of any rule, as with the Finn OD rule, should be to establish a class of boats which is one-design in all matters which affect basic speed. The rules should be interpreted in this spirit. It should not be accepted, that the challenge by builders and sailors is to get around the rules.
- GER An OD rule is not needed as a base for high Level WS events. Exception: In case of special possibly upcoming events (Olympics, Paralympics) and if there is a demand of a special 2.4mR OD boat. Keep it cool with this little chances.
- HKG It would be helpful to understand why WS did not recognise the 2015 OD rule in the first place.
High Level WS Events: what does that mean exactly ? Have previous 2.4 Worlds and Continental Championships ever qualified as "High level WS events" ?
We support the elaboration of a strict OD rule.
- NOR No. In general, we see the class internationally as too weak to be divided into an OD and an open class. We see it as likely that WS will disregard an OD rule based on the fact that the class is not widespread enough and/or that the fleets in different continents are too small to be accepted as an international OD class.
- SWE No, the rule from 2015 is a good rule. It is not recognized by WS because the class hasn't asked WS to have it recognized and we don't see that this is necessary. It has been successfully been used for Paralympics anyway. If WS is interested in recognizing the rule that work shall be done together with the class TC and rule changes be decided by AGM.
- USA I support improvement and enforcement of the existing OD rule until I understand the answer to the question above.

others HK = Heiko Kröger

HK NO, World Sailing will only approve a One Design Rule in combination with an independent One Design Class. An approved OD Rule means a split in two separate classes.

The 2.4 Norlin One Design Rule has not been official approved by ISAF/World Sailing as World Sailing One Design Rule because the ICA never applied for approval!

We have a One Design Division within our Int. 2.4mR Class. This OD Division and it's 2.4 Norlin One Design Rule doesn't need to be approved by WS!

The measurement paper for the Sydney Games, Appendix K and the "2.4 Norlin One Design Rule" were fully accepted and used by ISAF/World Sailing as measurement regulations for all Paralympic Games, Disabled / Para World Championships and other special events from 2000 until now.

The present OD Division and the 2.4 Norlin One Design Rule are accepted by WS for high level WS events.

2 — Should this OD rule be based on the 2015 OD rule, which describes the Norlin MkIII or should it be something else, perhaps totally new ?

NCAs

AUS AUS reply is YES (noting that a new OD rule is not supported).

We also note that the OD committee responsible for rule preparation included designer Peter Norlin which we consider is an important link with class history.

CAN As stated above The Canadian 2.4 Meter Class Association supports the 2015 Norlin M3 OD class rules in a format which meets the requirements of World Sailing with amendments which close loopholes, add clarity, remove an ambiguity, or address omissions in the rule. Updates to the rule should not allow or require significant changes to the Norlin M3 boat.

There are approximately 700 Norlin M3 boats worldwide while there are fewer than 100 2.4 Meter sailboats of other designs. The concept of a one design rule which would allow different hull designs to race together as one design flies in the face of the definition of one design sailing. Such an action is not acceptable to the membership of the Canadian 2.4 Meter Class Association. The position of the members of the Canadian Association is that they want to sail equal boats where results are based on sailors skills.

FIN Absolutely, the current rule perhaps slightly adjusted, e.g. the measurement process is too heavy.

FRA Insofar as the OD rule exists, it should serve as a basis for the improvements proposed in the new rule.

6 Questions to the NCAs et al. and their answers

- GBR It would be damaging to the class to start a new rule that would shut out all the Norlin 3s around the world. So YES it should be based on the 2015 OD rule. Careful consideration should be given to the cost of construction of any new OD, to ensure the inclusion of as many countries as possible by keeping costs low. The use of carbon fibre should be excluded. If using the 2.4 as a Paralympic boat is a factor behind OD, then getting more countries sailing is of paramount importance. Further more, It is not a matter of changing one set of rules. Two class rules and a Construction Manual will need to be changed. The Construction Rules will probably need to be completely rewritten if a tight spec for multiple builders is envisioned. As stated above, the rule should be OD in all matters that affect basic speed.
- GER Any new OD rule, if any comes into force, has to assure that sail and rig measurements are same as 2015 OD. New hull shapes may be possible.
- HKG Fixing the loopholes if any and use the 2015 OD rule as a base. Starting from zero would be a waste of time with little chance of success.
- NOR No. The norwegian NCA rather supports to scrap the purposed Norlin mkIII OD rule of 2015 and/or any new one and instead front the 2.4mR open class. First and foremost to prevent a divided class of older and newer boats, secondly because the open rule makes boats more easily to adapt to para sailors in case of sailing being reinstalled in the Paralympic games. Third because the variations in previous "OD" boats are significantly large and closer to the open rule than any OD rule.
- SWE It should definitely be based on the 2015 rule.
- USA The existing OD rule based on the Norlin MKIII design is sufficient, but does need improvement.
- others** HK = Heiko Kröger
- HK There is no need for a new Rule. The actual 2.4 Norlin One Design Rule is a well working OD-equivalent Document which is suitable for approximately 900 boats (or even more).

3 — If the answer is “yes” : It is well known that there are loopholes in the 2015 OD, which offer legal improvements of the boats at great expense, f.e. lead fitting. Which loopholes are you aware of and which would you like to be filled ?

NCAs

- AUS AUS reply is that there are no loopholes.
The 2.4 Norlin One Design class was introduced in 2011 with yachts able to race in open 2.4mR events and closed 2.4 Norlin One Design events. The 2.4 Norlin One Design class rules prescribe that hulls, rudders and rigs supplied by Licenced Builders are manufacturing controlled to “closed rules” and are required to comply with the 2.4 Norlin One Design Construction Manual. The ICA is the international authority of the 2.4 Norlin One Design class. The Licenced Builder is responsible for certification control of 2.4 Norlin One Design yachts.
The NOD class rules are closed class rules for a measurement controlled class – the NOD is not a manufacturer controlled class such as a Laser where no changes to hull, equipment, fittings, spars, sail and battens are permitted.
The NOD class rules section C specifically permits sailors to personalise NOD yacht interiors, running rigging etc to suit sailors abilities. Yes there will be differences (not loopholes) in NOD yachts but this provides equity without affecting sailing performance and is an effective way of providing one design racing to suit different sailors abilities.
World Champions don’t win because they have fitted lead – they win because they are consistent, brilliant sailors.
- CAN The Answer is that the Norlin M3 OD rule should be retained, enforced and strengthened. The rule is a living document and as issues are identified then amendments to the rule should be proposed and voted upon by the owners to address these issues. These amendments can then be forwarded to World Sailing for ratification. This occurs regularly in other One Design classes. The rule should consider adding sail measurements for maximum foot roach of both the jib and the mainsail. It should work closely with the suppliers of lead ballast to develop markings so measurers can determine whether lead has been modified by the owner. The problem that exists is that owners (either on their own or in conjunction with a speed shop) modify the boats after they have delivered from the licence builder. This usually happens at the top of the fleet and measurers are reluctant to enforce the measurement rules that are in place.
- FIN We are not aware of major loopholes in the current rule.
- FRA We do not have enough experience to offer concrete remarks, but any modifications improving the position of the center of gravity should be banned. The distance from the center of gravity to the keel heel or waterline should be clearly defined.

- GBR Loopholes we are aware of are: Fairing the hull, different rudder shape, lengthening the keel and hence adding extra lead, correcting the misalignment of the keel. The fundamental problem is whether you have a one builder rule, like RS classes or an accurately defined hull and equipment as in ILCA (Laser). If we are keen to get the 2.4 back into ParaOlympic sailing then nowadays the IOC does not want single builder boats. For quality, availability and cost reasons, single builder boats should be discouraged. So we should have a multi builder rule with certified moulds and tight rules. No hull modifications should be allowed but equipment, spars and sails should be open. If the class wants a full OD then there should be designated spar and sailmakers working to very strict design and material specifications as for the ILCA. A major issue will continue to be the measurement of such rules before events, due to the number of measurements it is too time consuming to conduct full measurement checks.
- GER A revision of the 2015 OD may be taken into consideration.
- HKG Weaknesses in the rule may compromise fair competition and we would support stricter rules within the current framework.
- NOR We are not aware of any major loopholes in the existing open rule which the Norwegian NCA adapts to.
- SWE We are not aware of major loopholes in the current rule.
- USA The existing OD rule is a closed rule, most loopholes are permitted through lack of enforcement.
D.6 seat and D.8 ballast are 2 parts of the rule that need attention/improvement in my opinion.
E 2.3(b) should be removed
E 2.3(b) Boats built before 2011-03-01 may use a small standard rudder according to section J. See also C.8.3 (a) — added for clarification by editor
C.8.3 USE (a) Boat built before 2011-03-01, which is 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 templates and specifications given in Section J. — added for clarification by editor
- others** HK = Heiko Kröger
- HK There are no loopholes. The 2.4 Norlin One Design Rule is not as restrictive as the Laser (now ILCA) or 49er One Design Rule but at least on the same level as the 470, Starboat or Finn.

4 — To which extent should the new OD rule – if possible – let old Norlin MkIIIs qualify as new OD boats ?

NCAs

- AUS AUS reply is Norlin 3 yachts should all qualify as OD boats (noting that a new OD rule is not supported).
Any change to class rules could affect yacht values and sailing participation. In this fragile world we suggest that the ICA should not alienate any Norlin 3 sailors or class builders.
- CAN I presume you are talking about boats built before 2011/03/01. This is addressed in the 2015 Norlin M3 OD rule. Section K of the Norlin M3 OD rules cover these boats and their requirements to meet the 2015 Norlin M3 OD rule. If you are referring to boats built after 2011/03/01 then the 2015 Norlin M3 OD rule with amendments proposed and voted on by members and ratified by World Sailing should apply.
If owners of other 2.4 meter designs wish to have an One Design rule based the design of their boats the Canadian 2.4 Meter Class Association believes that is their choice. However it should be completely separate from the Norlin M 3 One Design Rule and should serve the needs of those owners.
- FIN To all extent. All Norlin MK IIIs that fullfills the current rule should qualify as OD boats. We have almost a thousand boats that qualify and there is no way a new rule could have any future.
- FRA YES, OF COURSE
- GBR We are where we are and it would not make sense to outlaw old Norlin 3s however that leaves the question of modified boats, in particular keel and leads. If the new moulds are symmetrical, faired and with the keel at the design depth then modified boats should still be allowed but using the current Norlin lead weights and also tightly defined sizes and shapes to prevent very expensive tweaking of the leads which definitely produces benefits.
- GER Old Norlin MK III may qualify after remeasurement to meet a possible new rule or a revision of 2015 OD.
- HKG Yes.
- NOR The Norwegian NCA suggests that the class worldwide, and the ICA, should support the existing open rule and rather focus on recruitment of sailors to a class with an average age which is high enough to give worrying concerns. With a neverending discussion on how the boat should look and measure when we already have a well implemented open rule, the danger is an imploding class rather than an expanding.
- SWE To all extent. All Norlin MK IIIs that fullfills the current rule should qualify as OD boats. We have almost a thousand boats that qualify and there is no way a new rule could have any future.

- USA Yes the OD rule should allow older NMKIII boats to measure properly to qualify.
- others** HK = Heiko Kröger
- HK If a Norlin MKIII fits the measurement rules it's in. There is no need to exclude boats because of their age.

ANNEXE

TC statement forwarded by Stellan Berlin

The letter the NCA's has come to the attention of the technical committee (TC) and after consultation we would like to clarify some things in that context.

1. The TC has not been consulted regarding this.
2. The TC has not seen any official written communication from WS that supports the assertion by the ICA that the "2015 OD rule is not recognised by WS".
3. The TC does not find that there are "well know loopholes" in the rule. It is the intention of the rule that some parts of the boat can be modified within limits. This allows sailor to adapt the boat to their needs, it allows boats that have been produced over almost 30 years to be included and it is practical that sailors can use suppliers in their region.
4. The lead rule that is mentioned as an example is the same for Norlin 2.4 as for the 2.4mR rule with one exception and that is the maximum weight restriction for Norlin 2.4. The 2.4mR led rule has been used successfully since 1993 for class championships. It has also been used successfully for many Paralympic events.
5. Changing the rules regarding lead would impose large costs on all sailor to fix something that is working well. Yes, you can for less than the cost of a new set of sails by better fitting lead, but boats with old one-piece leds are still winning world championships.
6. The OD rule is not "approved" by WS because we have never asked them to do so. The reason for that is that the Norlin 2.4 class hasn't fulfilled WS regulation 10, which sets requirements on the number of certified boats.. WS have however, selected the Norlin 2.4 as their class for Olympic events, which must be considered as an "approval".
7. Any NCA that finds that the class rules should be updated to correct a certain problem is free to submit their suggestion to the AGM. The fact that suggestions have been very scarce must be taken as indication of that the rule is working well. It would be more constructive if those that find problems suggest alternative solutions, rather than misdirecting the class by unsupported vague statements.

Preamble to the CAN statement

The e-mail sent to the Canadian 2.4mR Class Association on Sunday November 29, 2020 has been distributed to senior members of our class for comment. The review group included an International Measurer, a three time Olympic Sailor, a three time Paralympic Sailor, and other members who have competed at the international level in a number of International One Design Classes.

Every respondent stated that they want to sail equal boats competing on sailing skill alone and because the vast majority of the last 700 boats built are Norlin Mark 3 shape that should be the basis for the One Design Class Rule.

The International 2.4mR Class Management Committee has stated a number of times that the current OD rules have not been accepted by World Sailing because the OD rules are not acceptable in their present form. That is a very general comment and provides very little assistance. Is the issue format? Or is the issue technical? What specific measurement rules are problematic? What guidance has World Sailing provided to assist the class in amending the 2015 Norlin M3 OD rule to make them acceptable to World Sailing?

The 2015 Norlin M3 OD Rule states that 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. As the Management Committee of the International Class Association has recently decided to stop approving licensed builders has that not added a complexity to the goal of sailing equal boats?

Furthermore the 2015 Norlin M3 OD rules state These Rules are “Closed Rules”. Anything not specifically allowed by these rules is “Prohibited” If boat owners are modifying their boats by changes that are not specifically allowed in the Norlin M3 OD rules are they not breaking the rules and are sailing illegal boats?

Preamble to Heiko Kröger’s statement

Dear Steve,

as you know I’m in the class over 20 years and I am one of the few sailors which were affected by regulations for special events like the Paralympic Games and Disabled- and Para-Worlds from 1999 up to now. I was up to date concerning all technical questions because I tried to optimize my material within the rules as good as possible like all top-sailors in all classes usually do.

I was twice member of the EC so I have collected detailed knowledge of the technical and political side concerning the 2.4mR Constitution and Class Rules as well as the Appendix K and 2.4 Norlin One Design Rule. I’m still connected with World Sailing to assist to reinstate Sailing into the Paralympic Games. We (the 2.4mR ICA and ISAF/World Sailing) started with (soft) regulations for the 2000 Paralympic games (Norlin MKIII and max lead 180kg). Next was Appendix K which was followed by the 2.4 Norlin One Design Rule. All these papers were fully accepted and used by ISAF/World Sailing as measurement regulations for all Paralympic Games, Disabled / Para World Championships and other special events from 2000 until now. And the still are accepted for future events!

The 2.4 Norlin One Design Rule (version 2015) has not been official recognized by ISAF/World Sailing as World Sailing One Design Rule because we never asked them to do so! World Sailing will only recognize a One Design Rule in combination with a recognized One Design Class. So we had to split an 2.4 OD Class from the Int. 2.4 mR Class if we would have a recognized 2.4 One Design Rule. The EC decided not to split the class.

Actually I have no information about a major change in World Sailing's policy concerning One Design. If you got information I suggest, to share them with the NCAs. I have the information that World Sailing and/or Para World Sailing doesn't demand a recognized 2.4 One Design Rule for future cooperation. Again, if you have better knowledge about that, please them with the NCAs. □