

The One Design report.

We submit our proposals and contribution to the One Design report.

Our ideas are perhaps radical -----but the more time we gave to the project, the more we believed we should look at the health of the class as a whole.

The OD issue has been divisive for many years now.

Over that period the class has either grown very slowly or not at all.

Your OD committee is divided evenly, so we trust our views and submissions will be published completely and given equal weight.

I did email our chairman before he published with a number of requests. One of which was to publish reports from three NCA,s, which he chose to ignore on pretext of missing deadlines.

We did have those reports at least two days before his report to you. We are a very small group of amateurs doing our best and deserve flexibility.

Our own ideas were completely ignored.

The class deserves better.

Honest radical thought is needed

Hence our report to you today.

Martin Whittingham-Jones.

Simon Hill

One Design Report

21st January 2021

Simon and I along with Brian and Hanns have spent the last 2 ½ months investigating the OD position in the fleet. Regrettably when we came to finalise our individual positions we found the committee split equally down the middle. OD can be quite a complex problem to unravel.

Also regrettably our chairman submitted his report which really only contains views from himself and Brian. We had requested that recent comment by both Pal and Hasse be included but this was ignored. That is why today we find it necessary to copy you with our thoughts.

We believe that **without a solution**, the One Design concept is a great danger to the class as a whole and the class is at great risk of a repeat of the past and a break away element gaining ground and fragmenting the class even further.. As a very small class of under 400 active sailors, we cannot afford to have anything but 100% support within the membership and a solution to this issue should be the highest priority of the class and its members.

The 2.4mR class is a development class.

Nevertheless we support the use of a one design rule to satisfy the ideals and ambitions of Para World Sailing in the quest for inclusion of Olympic sailing.

The current system of measurement at regattas for One design is time consuming and difficult from a logistics view point

We have to therefore consider how boats based on **age, design and performance** can be treated:

Having considered this we believe there are two methods of managing this issue:

- Similar boats racing as one fleet but with the **divisions** rewarded separately or
- **The rules** being adjusted to bring the performance of the suggested divisions closer together.
 - We don't see rule changes as a practical solution to be considered.

As with any class, the age of a boat and changes in construction materials creates performance differences. The Norlin Mk3 has gone through many performance related changes. We need to accept this is a fact of life and that older boats will be slower unless they are modified.

Misconception: There is widespread belief that ALL norlin Mk3 are “one design ready”. There have been numerous changes to the layups.

Simon and I, as treasurer and assistant treasurer, have an overall view of the class. We find when analysing membership numbers over the past five or six years that the class has just about zero growth. If it were not for the great energy and success of the German fleet we would be in decline. We have a present membership of about 350. Of that total about 55 owners have measured (some of these owners have two boats or have two certificates for one boat which distorts the figures) to OD standards. This is approximately 15% of the active members and has accumulated over a period of about 10 years.

So it is with this information in mind that we came to look at the health of the class as a whole.

OUR suggestion: CLASS DIVISIONS BY AGE OF BUILD or MODIFICATION

Follow the example of other metre boat classes that have divisions(classes) within the main class to cater for boat age or advances in design.

The 5.5mr class has “modern” “evolution” “classic” with age cut offs
The 6mr and 8mr are similar.

Advantage of divisions.

More even “ level playing field “ racing:

BOATS OF SIMILAR POTENTIAL MATCHED AGAINST EACH OTHER.

The class / division concept is accepted by WS and can be organised by the ICA. We have confirmed that each division can have its world champion.

All boats start together and it is possible, and has happened , that an older category boat can win overall and therefore older boats are not penalised. Older boats would qualify for not just the divisional prize but the overall prize. This unites the fleet.

There are a considerable number of early designs built to early standards. Often used by charities, sailing schools who might attend events , even championships, if they know they have recognition in a division. They are cheap entry boats to 2.4mr racing and should be encouraged.

Costs. No remeasurement costs . Just produce the boats 2.4 certificate to confirm the age when built.

We realise that boats that have been altered from the factory standard may have to be moved to a different age group and the defining of this and the age levels has to be worked out. But the other metre

classes have done so. This could be covered for example if the boat needed to be remeasured because of modification.

The costs of OD ----

Boats will have to be recertified to the OD rule This at present requires special jigs and tools and of course an approved measurers fees. In the UK we are fortunate but other countries or continents may incur considerable travel costs etc.

Think of this----- if all boats suddenly measured OD your boat would still be in the same position in the fleet as it is now. The professionals who spend E 5000 on new leads would still be at the front, when your personal desires are only to race against friends of similar attitude to competition. You will have spent a lot of money getting remeasured for no gain.

We believe that the Division concept would be far more satisfying and good for the class than the imagined benefits of OD.

The Practicality and Reality of OD

The OD committee circulated all Nca,s with the result that the majority considered the 2015 rules were a good base if required.

Our research told us that these rules had been well written and ,contrary to some comment, there are **NO LOOPHOLES** affecting performance in a substantial way. What the rules do permit is substantial freedom to alter the inside of the boat and which then allows large sums of money to be spent on improvements. **What was not asked was, “Are members with this happy?”**

Next we tried to understand what concerns really lay below a desire for “one design”.

We believe these are.

***“level playing field “
“ loss of value of existing boats against a new design”
“ Para WS special needs”***

Para WS

Our investigations made us realise what we all already know. That the unique nature of the boat eliminates disability for a lot of talented sailors.

The current open world champion is disabled, but sails an open class boat through choice. Other para sailors often dominate the top of any regatta, using open rule boats. Which they switch between OD or Open rule as it suits them.

We are concerned with the need for a rule for ONLY 20 boats campaigning for WS top level events .

So this asks the question –do we really need to take account of Para WS sailing in our “OD “ deliberations ?. **We suggest not.**

If Para WS have special needs , then they are of course free to adopt the 2.4MR OD rule and make their own amendments. But we , the ICA , should not be *responsible for* their rule. Though I am sure we would annex any special Para WS rule in our rule book in support.

If we accept the above suggestion, then we can then look at the concerns of the wider class -- the every day club sailor.

Loss in value against new designs:

So let's also read Hasses and Pal,s recent comments and also look at experience in the fleet going back 20 years or more . (**attached**)

By using the **metre rule** there have been **no** break thru designs that have made the fleet obsolete. For over 100 years designers have understood the fundamentals of sail boat design. *Water Line, Sail Area, Displacement. Changes to any one of these forces compensation elsewhere in a metre rule design.*

OUR class rules D 7 and D 8 contain clauses designed to limit extremes. The result is that designs will all be variations on a very similar style of hull. All classes tend towards an optimum which in our case is probably the N3. A radical breakthrough is very unlikely if not impossible.

Level playing field

Again read Hasses and Pals comments and also recognise that as boats age they become soft and less competitive. This happens in every high tech dinghy class and explains why the top sailors often change their boats ever 4-5 years .

In the case of the N3 this ageing problem is exaggerated because of major changes in internal lay up and materials over the past 20 +years. There have been at least 4 major layup, material, and structural manufacturing changes in that period. Resulting in an estimated extra 17kgs of lead in the keels of modern boats for the same overall displacement.

So the class needs to understand that older boats will never be as competitive to newer ones unless they have substantial work done on them.

Under OD there will never be a level playing field available to all N3,s

We believe : “One design so far has failed to produce a level playing field within the existing 55 boats (for example better leads for some).”

We say that OD is only suitable for a special few and that a lot of expense will be incurred for no gain by the average sailor.

So we repeat the following statements:

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The Advantage of divisions.

More even “ level playing field “ racing.

BOATS OF SIMILAR POTENTIAL MATCHED AGAINST EACH OTHER

With Our solution all boats start together and it is possible, and has happened , that an older category boat can win overall and therefore older boats are not penalised. Therefore older boats would qualify for not just the divisional prize but the overall prize. This unites the fleet.

Lets us remember that we are an open design class, and as managers we were elected by the members and trusted to run the class as such. So we must be careful to not frustrate development or breach that trust.

Martin and Simon