

Class Rule Changes

International 2.4mR Class Association

Effective date: 2024-02(Feb)-12

Status: Approved



Amendment One

A.15 BUOYANCY CERTIFICATE

Old:

- A.15.1 The ICA Buoyancy **Certificate** shall state the WS/WORLD SAILING plaque number.
- A.15.2 The ICA Buoyancy **Certificate** shall be filled and signed by an **official measurer** or a competent individual assigned by the Technical Committee.
- A.15.4 The Buoyancy check shall be performed following the method given in Section L.

Amend to read:

- A.15.1 The ICA Buoyancy **Certificate** shall state the WS/WORLD SAILING plaque number, **the date of confirmation and the name and signature of the confirming individual.**
- A.15.2 The **buoyancy check shall be carried out and the ICA Buoyancy Certificate shall be filled completed** and signed by an **official measurer** or a competent individual assigned by the Technical Committee.
- A.15.3 The buoyancy check shall be performed following the method given in Section L.
- A.15.4 **The ICA Buoyancy Certificate is valid for a maximum of five (5) years from the date of confirmation.**

Reasons:

To correct omissions in the 2.4mR Class Rules effective date 2022_11_15.

Item 15.4 is renumbered to Item 15.3 so numbering is in consecutive order.

Item 15.4 is added to specify the ICA Buoyancy Certificate validity period is 5 years. The requirement for buoyancy certification every 5 years is an essential safety requirement that was included in the 2.4mR Class Rules 2013 V2 B.4.3 and unintentionally omitted from the current rules.

Minor rewording of items A15.1 and A15.2 has been included for consistency with the 2.4 NOD Class Rules as approved by the 2.4mR ICA World Council at the 2022AGM.

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Amendment Two

C.5 BOAT

Old:

C.5.1 WEIGHT

The weight of the boat in dry condition shall comply with that as stated in the measurement certificate.

The following portable and installed equipment shall be on board when measuring:

Fittings and equipment in D.9.1.

Equipment in C.4.1(a)(2), if this will be on board when racing.

Amend to read:

C.5.1 WEIGHT

The weight of the boat in dry condition shall comply with that as stated in the ~~measurement~~ certificate.

a) The following portable and installed equipment shall be on board when measuring:

Fittings and equipment in D.9.1.

Equipment in C.4.1 (a)(2), if this will be on board when racing.

~~Equipment in C.4.2 (a)(1)~~

b) The following installed equipment may be removed when measuring, removable equipment shall be capable of removal without tools:

(1) ~~Seat consisting of a seat bottom and/or backrest and excludes any hull internal structure. No part of a removable seat shall be below floor level except fixing tabs with a maximum projection of 100mm. The maximum weight of any removable seat shall be 5kg.~~

(2) ~~Headsail Boom excluding any running rigging.~~

Reasons:

The 2.4mR ICA World Council at the 20222 AGM approved resolutions to allow removal of the weight of any SEAT and HEADSAIL BOOM for measurement.

The proposal seeks to allow sailors of all abilities who need a SEAT and HEADSAIL BOOM to enjoy competitive sailing in both 2.4mR and NOD events.

SEAT: The 2.4mR and Norlin OD are small boats that have very little allowance for extra weight in the finished boat. The number one complaint from sailors is about seats. Many sailors in the class are older or disabled and require seats that support the body properly for the fun, safety and enjoyment of the boat. Due to current manufacturing techniques the boats are being delivered with kayak style fabric seats. These provide very little support and often cause pain that takes away from the enjoyment of the class. This type of seat is used instead of a fiberglass seats as they are very light weight and therefore allow the boat to carry a reasonable lead weight of 181kg. Should a sailor need to use a fiberglass seat the sailor is faced with removing lead to compensate for the weight of the seat. If a sailor does remove lead they feel uncompetitive. The class does not regulate the weight of

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the sailor and therefore people sailing the boat can have a huge weight difference. Therefore having a seat in the less than 5.0kg range will not affect racing competitiveness. Light people and heavy people have both achieved success. If the sailors no longer feel safe or comfortable in the boat they will leave the class for other boats.

HEADSAIL BOOM: Some sailors wish or need to use a 95% headsail with a headsail boom in order to compete fairly in the class(s). This needs extra equipment and fittings that add significant weight to the boat. By removing some extra weight of the headsail boom these sailors can carry the same amount of lead as others sailing brings them closer to being equal. Recent configuring of a production style headsail has proven that there is not enough allowance in boat manufacturing to allow a boat to carry 181kg of lead with a production headsail boom.