

## 2.4 One-Design Update

As all can read in the recently posted minutes of the October 31, 2009 AGM, the World Council continues to support the development of the one-design rule and construction manual that will govern the 2.4 one-design division of the International 2.4mR Class. This update was written to make Class members current and to provide the ODRC (One-Design Rule Committee) report that was given to the World Council at the AGM.

### Status Report

- **One-Design Rule and Construction Manual:** The ODRC is now finalizing the construction manual and the OD rule as an amendment to Section K of the current Class Rule (which is not judged by ISAF to be adequate to govern a one-design division). These will both be posted on the Class website by January 15<sup>th</sup>, when they will also be sent to the World Council for final comments. World Council comments should be sent to the Class secretary by February 15<sup>th</sup>, after which the ODRC will review and address them as appropriate. The target date to forward the Class submission to ISAF is March 1<sup>st</sup>.
- **Norlin Mk III OD Boat:** The Norlin Mk III that Charger Composites is currently building is the one-design 2.4 boat from which the construction manual and one-design rule have been developed. The drawings and CAD data for building plugs/moulds, and the key elements present in the OD construction manual have been developed by Peter Norlin in very close cooperation with Charger Composites. This means that the boat currently being built by Charger Composites is, in effect, the Norlin Mk III one-design boat.
- **License Agreements:** When the OD Division rule (amended Section K) is approved by ISAF, then the Class will become the licensor for the OD boat (granted from Peter Norlin) and the Class will initiate OD license agreements with qualified builders.
- **Measurement and Certificates:** The Charger Composites Norlin Mk III OD boat should measure as a 2.4mR under the current 'open' (construction) rule, and at this time this is the only rule under which it can receive a 2.4mR certificate. It will also measure under Section K of the current rule when the ballast is changed to 181 kg. (see below under IFDS). When the OD rule is approved by ISAF, these boats should also conform to OD rule, but must be measured to obtain an OD certificate. The OD rule will also provide measurement criteria and hull, keel, and rudder templates for measurement of older Norlin Mk III boats to become certified as a one-design.
- **IFDS and the 2012 Paralympics:** Because the OD rule is not yet ISAF approved, and because the qualifier events (Disabled Worlds) for the 2012 Paralympics must be sailed under the same rule, IFDS will continue to use the existing Section K with some modifications that are posted elsewhere on the Class website. The major changes are raising the maximum ballast to 181 kilos and requiring the deep rudder, and are designed to bring the boats being sailed in 2012 closer to the OD rule. The NOR's for the Disabled Worlds (and other IFDS World Cup Events) should include these changes.

## **One Design Rule Committee (ODRC) of the International 2.4mR Class Association (ICA)**

### **Report by the ODRC to the 2009 AGM**

#### **Committee members:**

Håkan Kellner chair  
Stellan Berlin  
Rikard Bjurström  
Peter Wilson  
Peter Norlin

#### **Documents produced:**

*License Agreement between ICA and designer.* The document is signed by the ICA and will be signed by the designer as soon as the OD Division is sanctioned by the ISAF.

*Process for selecting and qualifying builders for the OD boat.* The document has been distributed to the WC and aspects given have been taken in account.

*Builders License Agreement (BLA).* This document will be used when giving qualified builders their licenses for building the OD boat within a certain territory. A BLA has been sent to Charger Composites and the ODRC awaits proposals from other prospective builders.

*Drawings of the OD boat.* Charger Composites has produced digital drawings by scanning the hull. The correctness of the drawings has been checked by the ODRC during a visit at Kokkola. Peter Norlin has made drawings which specify constructions that are not optional but even proposed solutions that are not compulsory are given as an advice.

*Contacts with IFDS.* During the rule development process the IFDS has been kept informed and they support our work. There is a strong wish from the IFDS that the OD Division will be established for the 2010 IFDS WC and for the Paralympics 2012 at the latest.

*OD Rule.* The Rule presented for the 2008 AGM has been amended according to the decisions made then. The draft was sent to the ISAF Technical Office in Southampton. The ISAF interpreted their commission that they cannot handle a rule for a class that is not recognized (i.e., One- Design) Therefore we were advised to make an amendment to the 2.4mR Rule. The rule was rewritten as an Appendix to the 2.4mR rule, and it was sent to the ISAF. However the ISAF found the appendix too comprehensive and advised us to 1) make a separate Building Specification, which shall be used to govern construction by licensed OD builders, and 2) place the rest of the Rule in an Appendix K. The documents were rewritten in that way, but yet the Technical Office was not satisfied.

During all this process the ODRC has asked the ISAF to receive one member of the ODRC in Southampton to discuss the problems face to face, but there was no response.

Due to irresolution unfortunately nothing was accomplished from June to September.

In September the ODRC was able to meet with a member of the technical Committee of the ISAF and receive guidance on how to proceed, and there is hope that the problems can be solved. It appears that in fact the OD division does exist today and is governed by the current Appendix K. However, Appendix K is not adequate to govern a one-design division, and because the OD division already exists, ISAF can accept a proposed new OD rule to govern this division, that will replace Appendix K.

However, on the ISAF November Conference it will be discussed whether there shall be a separate OD Division Rule or a Rule placed in the current 2.4mR Rule as an Appendix. So the Class ought to prepare both alternatives. (*Post meeting note; ISAF did not discuss this as promised*). The work to rewrite the Building Specification and a separate OD Rule will start in October 2009. This will result in:

1. NO APPENDIX K
  - a. Building Specification comprising drawings and material and performance specifications (which will be less voluminous than the first version).
  - b. OD Division Rule (using latest OD rules as a template) to parallel to the 2.4mR Rule
  - c. Amendment of the 2.4mR class rule to accept the OD boat as a 2.4nR boat without separate measurement and deleting App K.
2. OD RULE PLACED IN APPENDIX K
  - a. Building Specification comprising drawings and material and performance specifications (which will be less voluminous than the first version).
  - b. OD Division Rule placed in Appendix K.

The first drafts may be ready in December 2009, and in the beginning of 2010 discussions with the ISAF can start. The work with qualifying builders can start as soon as the revised Building Specifications are accepted by the class.

It is proposed that this work shall be done by the ODRC.

The AGM is kindly asked to take a decision to give the ODRC mandate to write these documents in accordance to the content of the Rule which was taken at the 2008 AGM.

Falun 2009-09-28

Håkan Kellner  
Chair of ODRC