



## Advice for Race Committee's

This information is for the assistance of Race Committees responsible for running 2.4mR events, especially for those unfamiliar with the class.

### Course configuration

Courses are usually windward/leeward. Races should be of about 45 minutes' duration. Hull speed is approximately 4 knots.

2.4mR's tend to be at their least stable when reaching, since in strong winds the boom drags in the water.

### Wind limits

The class's Race Management Manual states:

"If the average wind speed exceeds 25 knots, the race may be postponed on discretion of the Organising Authority. Wind speed must be recorded at the race area."

The boats are heavily ballasted with 180kg of lead in the keel, and will not capsize. The major danger is of swamping, usually when the electric bilge pump fails. The boats have positive buoyancy. See below for advice on managing swamped boats.

### Safety

The main problem that may occur with 2.4mR's that a Race Committee may be unfamiliar with is when boats are swamped in rough conditions. Swamping usually occurs when the manual or electric pump fails (manual pumps are mandatory; electric pumps are optional but most sailors have them). Because there is so little freeboard on a 2.4mR, at a certain point there is so much water in the boat that most waves break into the boat.

Experience suggests the following procedure should be carried out by competitors and rescuers:

1. Sailor turns head to wind if possible (they should NOT head downwind), releases sheets, and lowers main and jib.
2. Rescue boat asks sailor whether he/she wishes to be towed to shore or bailed out.
3. If towing is agreed to, a line should be passed to the sailor via the towing ring (or equivalent) on the bow, and then looped around the mast and held by the sailor in the usual way (ie not tied in a knot). Towing speed needs to be fairly slow (**maximum** 4 knots).
4. Bailing with a small bucket or large scoop can be effective in emptying enough water out of the boat to enable the manual and/or electric pump to take over and remove the rest. If both pumps have irretrievably failed, towing is the only option.

The most suitable rescue boats are mid-sized inflatables. These should be used for rescue purposes during 2.4mR regattas whenever possible. Large rigid boats tend to endanger a swamped 2.4 during the retrieval process.

It is helpful if rescue boats carry a small bucket or similar to assist in bailing. A petrol-driven water pump is advisable in large regattas so that swamped boats can be quickly pumped out on the water.

### Sailors with disabilities

About half the sailors in most fleets are physically disabled, as this is a Paralympic class. Disabilities include paraplegic and quadriplegia, leg or arm amputation, and stroke.

As with the able-bodied contingent, sailing ability varies quite widely, from the very capable to the almost-beginner. Generally speaking, disabled sailors do not have different limitations in terms of coping with wind and water conditions, in comparison with able-bodied sailors of similar sailing ability.

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