

# 2021 Annual General Meeting

**NAERA**  
**15**

# EVENTS

## 2021 European Championship - Segel Club St. Moritz

- \* Boats 47
- \* Countries 10
- \* TC 1 (Yorick Klipfel)

All those elements that required builder stickers were checked, some were damaged or partially broken, Nacra provided new necessary stickers.

All the boats were weighed, making it necessary for eleven (11) of them to put correctors weights. The greatest weight that a boat had to apply was 2.7 kilos.

All competitors perfectly complied with the security elements.

Only one boat lost its Country Flag, it requested to sail without the Flag since it was impossible for it to arrive in time for the event, which was authorized.

- \* From the class we would like to thank the local helpers.



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**2021 World Championship La Grande Motte** – Chris Henderson and Dick Batt reports.

- \* Boats 73
- \* Countries 12
- \* TC 3 (Chris Henderson, Yorick Klipfel and Dick Batt)

**Righting line.** Nearly all boats using the supplied righting lines, the length of the rope was too short and didn't comply with the rules. I strongly recommend the rules are changed to remove the option to have this rope, and for Nacra to start fitting the alternative system under the trampoline.

**Daggerboards.** The daggerboards are also very confusing with 3 or maybe even 4 different versions being used. We found a couple of boats which showed Nacra16 serial numbers, which is again not a good situation, but Nacra claims this was just an error in production, but I think these needs looking into further, in the future.



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## 2021 World Championship La Grande Motte

- \* **Mainsheet.** Quite a few mainsheets were far too thin. Nacra only a few on the van, which were quickly sold, but there were no shops locally to purchase any rope, so again teams were warned to change them by the next event.
- \* **Sail numbers.** In the pre-race inspections picked up a number of relatively widespread issues, in particular with regard to sail numbers and cordage. Particularly at a venue without ready access to a supplies we agree that the correct policy was to note the issue and advise the competitors that they had amendments to make. At future events, “Recommend Zero tolerance for them next time round”. A few sets of numbers were to close together, and the teams were informed for the future.

# EVENTS

## 2021 World Championship La Grande Motte

- \* **During the event** in pre- and post-race inspections the TC majored heavily on safety aspects. TC doesn't have specific data but estimate at least 70% of the fleet received attention. Routinely we checked helmets, PFDs, knife & whistle, righting line(s) and tow ropes. At the same time equipment limitation marks were 'clocked' and we picked up a number of other potential transgressions and were able to advise accordingly.
- \* From the class we would like to thank Gain Luxton, Matt Clarke, Paul Raven and of course the French team of assistants.

# CLASS RULES

- \* The Class is currently in the process of approval by WS, it is pending clarification from WS on the Constitution to complete said process and be approved by WS.
- \* Some proposals have been added by Chris and Dick.

# MEASURERS

- \* Currently there are four measurers with the class which will help to improve this aspect for the good of all.
- \* Chris Henderson, Yorick Klipfel, Dick Batt and Leo Sanchez.

# COUNTRY FLAG

- \* There is a problem still with the flags. All mains were checked during inspection, and had their flags, be it on one side for the old style, or both sides for the new. Looking at the pictures from the event, it is clear that some had fallen off. I watched one flag being put on, and the next day the team had to put duck tape round the edge, as it had started to come off. Nacra need to sort this as a matter of urgency and use a different vinyl.
- \* The serial numbers on most sails were un readable, and Nacra informed to sort this out

# DAGGER-BOARD BEARING

- \* Examples of dagger-board bearing modifications (raised front edge) have been brought to our attention for clarification. Any modification or adjustment of either the top or bottom dagger-board bearings is clearly not permitted within the class rules. The design intention is that the top of the top bearing is flush and parallel to the deck.
- \* The Class has received photos of some boats, which had not correctly installed the bearing of the dagger-boards and we think that it was done deliberately to modify the angle of the centerboard.
- \* What seems to be done, is that the washers from the back have been taken away, and inserted in the front. By doing this the top of the foils could be brought a little bit backwards by taking the play away.

# DAGGER-BOARD BEARING



# DAGGER-BOARD BEARING

- \* **Bearing installation**
- \* The bearings are installed with a composite ring under it. This is there of astatic reasons so the bearing follows the deck nicer. The case is also suitable for the foiling system as well and for that system you need more dept.
- \* See pictures how the Factory deliver boats new

# DAGGER-BOARD BEARING



# DAGGER-BOARD BEARING

## **World Championship La Grande Motte:**

The TC found 7 teams with packing washers missing from the top bearings, and were subsequently fitted by then on site. One team had washers only in the front, which I believe was a genuine oversight and not intentional, and was again corrected



**THANK YOU VERY MUCH**



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