



International **49er** Class Association  
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[www.49er.org](http://www.49er.org)

NOTICE OF  
EXTRAORDINARY GENERAL MEETING  
OF THE  
INTERNATIONAL 49er CLASS ASSOCIATION

This Notice, dated April 8, 2022, calls an Extraordinary General Meeting of the 49er Class.

The meeting will be held on May 10, 2022 at 2000 hrs UK Time.

The meeting shall be via Zoom conference, and voting will be open for 72 hours from the time the meeting closes. Only members of the World Council shall be entitled to vote.

Resolutions

There is 1 Special Resolution.

The Special Resolutions deals with Class Rule Changes and, for clarity, under the Class Constitution, a 2/3 majority is required to pass.

Jyrki Jarvi

President

International 49er Class Association

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## Resolution 1 – Mast Part Classification

### Proposal

To introduce a category of registered parts legal for racing so that builders may source mast parts from multiple suppliers, so long as they are functionally equivalent as determined by the 49er Technical Committee.

### Resolution

Changes to section C.9 of the class rules are highlighted in red, with strikethrough of deleted phrases.

#### C.9 RIG

##### C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any **Class registered** manufacturer or supplier.

##### MODIFICATIONS

- (a) The lower shroud may be fitted with a turnbuckle between the wire end and the hull fixing point.
- (b) The lower part of the forestay and shrouds, and their attachment fittings may be covered with protective covering; however, the function of the fittings shall not be changed.
- (c) Rig pins may be replaced by quick pins or any other type of pins.
- (d) Tufts or ribbons in the rigging.
- (e) The cap shroud and primary shroud may be fitted with a turnbuckle between the shroud plate and the hull fixing point.
- (f) ~~The mast sections maybe permanently glued together at the top spreader.~~
- (g) The spreaders **may shall** be permanently bonded to the ~~middle section~~ aluminium spreader band **on the mast, but the lower section shall always be removable.**
- (h) The spreaders may be fixed to the shrouds by bonding, fastening or via the use of tape.
- (i) **For the masthead, mastbase, spreader bands, spreader arms, gooseneck, vang gooseneck and sailtrack, only registered series production parts listed on the relevant registered series production list is eligible to race. The registered series production list is available at the class website, 49er.org.**



(i) The spreaders may be reinforced with additional composite laminates, and this may include coating, sanding, fairing, and bonding. (See C.9.2(d))

Guidance for a recommended reinforcement is available via the class website.

#### MAINTENANCE

(j) Standing rigging may be replaced and shall comply with the following:

(i) Construction shall be 1 x 7 stainless steel wire rope

(ii) The forestay, middle shrouds and lower shrouds shall be of diameter minimum 3.0mm, maximum 3.5mm.

(iii) The upper shrouds shall be of diameter 2.3 mm minimum, 2.6 mm maximum.

#### REPAIR

(k) Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function.

Before any repair is attempted the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.

#### C.9.2 LIMITATIONS

(a) Only one set of spars and standing rigging shall be used except when an item has been lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

(b) For the Olympic Sailing Competition and the Asian Games Sailing Competition only the CST mast **sections** and the bowsprit identified by the white safety banding at each end and forward end cap fitting shall be used.

(c) In World Championships, Continental Championships, Olympic Games qualifying and WS World Cup Series events, either the Southern Spars or CST mast and the bowsprit identified by the white safety banding at each end and forward end cap fitting shall be used.

(d) Spreaders modified as permitted by C.9.1(i) shall not be eligible for use at the Olympic Sailing Competition.

#### C.9.3 DIMENSIONS

(a) The forestay length is controlled by laying the forestay along the forward face of the mast spar and measuring the extension of the forestay beyond the mast heel. This distance shall be taken between the

forward extension of the bottom of heel tenon and the upper bearing surface of the forestay pin and shall be minimum 425mm and maximum 435mm.

#### C.9.4 FITTINGS

(a) Optional mechanical wind indicators.

#### C.9.5 STANDING RIGGING

(a) USE

(i) The forestay shall be fitted to the centre hole of the stem head fitting.

(ii) Standing rigging shall not be adjusted after the start.

#### C.9.6 RUNNING RIGGING

(a) MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

#### MODIFICATIONS

(i) The trapeze wires may be replaced with stainless steel wire of not less than 2.0 mm diameter or by lines of any material of not less than 3.0 mm diameter.

(ii) Sheets and lines may be replaced without any restrictions as to length, diameter and taper providing the part is not made of wire.

(iii) A continuous main sheet and jib sheet is permitted.

(iv) A fairlead/eye for the end of the mainsheet may be attached to the floor plinth.

(v) Mainsail, jib and gennaker halyards may be lead externally

~~(vi) A block may be added in the gennaker halyard between the sail and the mast spar, with a sheave of not more than 20 mm diameter. This block may be attached to a shock cord lead through a shackle, existing fitting or loop of rope on the mast and then attached to the mast spar.~~

(vii) Shock cord tails may be added to ropes.

(viii) A clip or shackle may be fitted at the end of the jib sheet attachment line where it attaches to the clew board of the jib.

(ix) The trapeze arrangement may be modified to include a continuous system and/or adjustable hook height provided that the attachment methods to the mast spar and the wings are not changed.



(x) A jib downhaul may be lead aft using a single thimble, but no sheaves, or cleats to terminate either at the jib track, the mast foot, or the sheave on the deck that pulls out the pole.

#### MAINTENANCE

(xi) mainsail halyard, jib halyard and gennaker halyards may be replaced by lines of any material.

#### REPAIR

(xii) Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function.

Before any repair is attempted the International Class Technical Committee, or if at an event the event measurer, shall be advised and approval sought to undertake the repair.

#### (b) USE

(1) Running rigging shall be led through and attached to the fittings supplied for the function.

(2) The boom vang take-off block shall be attached to a mast stop.

#### Reasons

- a) Having multiple suppliers allows the class flexibility in the supply chain should problems with any supplier or part be present.
- b) Suppliers may be distributed around the world, providing local options for sailors and builders
- c) These parts are non-performance related, other than in durability, and therefore it is not necessary to have a single supply manufacture scheme in place for competitive reasons.
- d) Having multiple suppliers should keep costs competitive through market competition.

#### Question

Do you approve this submission? (Yes/No)