

Exhibit 2: Proposed Class Rule Change – Crew Weight

Current Rule:

C.3 CREW

C.3.2 WEIGHTS

(a) The minimum combined crew weight is 125 kg.

(b) Crews weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg subject to a maximum extra weight of 7.5 kg. Any weight of the boat in excess of 180 kg will count towards crew extra weights.

[Note: The 7.5 kg limitation expires on December 31, 2025.]

(c) Crew extra weights shall be of metal and securely fastened on the port side, either to the outside of the front beam or to the strut and shall be removable for checking.

(d) The crew may be weighed at registration for a regatta and may be reweighed at any time by the race committee. The crew shall be dressed in underwear or swimming costume without shoes when weighed.

Options for changes:

Option 1: Increase the minimum combined crew weight in (a) to 130 kg (286 lbs).

Option 2: Increase the minimum combined crew weight in (a) to 130 (286 lbs) kg and reduce the maximum crew compensation weight in (b) to 5 kg (11 lbs).

Option 3: Increase the minimum combined crew weight in (a) to 130 kg (286 lbs) and eliminate paragraph (b), (c) and (d) entirely so there no longer are crew compensation weights.

Rationale:

- 1) Increasing the minimum crew weight to 130 kg aligns the F18 class better with the weight of people needed to sail the boat effectively. In all the F18 Worlds since 2021 there has been only one boat with a team under 130 kg (father with 13-year-old daughter at 127 kg).
- 2) For Option 2:
The data from Noordwijk showed that teams in the 140-150 kg were competitive but less than 140 kg not so competitive. Reducing the 7.5 max weight to 5 kg only helps teams that are less than 140 kg.
- 3) For Option 3:
 - a. there is a perception by young teams and women teams that the class is not supportive of their participation.
 - b. Hardly any other classes use crew compensation weight.
 - c. But removing the compensation weight will be viewed by heavy teams as further penalizing them.

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- 4) For Options 2 and 3:
- a. Since the introduction of the decksweeper mainsail in 2017 teams weighing 155-160 kg have performed best. For example, on average teams weighing between 155 and 160 kg have performed 3 positions better (in a fleet of 100 boats) than the next best crew weight bracket (145-150 kg), and 4 positions better than the 3rd placed crew weight bracket (150-155 kg).
 - b. This analysis is based on a large pool of 573 data points.
 - c. Option 2 will positively affect performance for crews weighing less than 140 kg.
 - d. Option 3 will positively affect performance for crews weighing less than 150 kg.
 - e. See graphs on next page.

From e-mail sent by Giovanni Fantasia / NCA Italy:

Rationale: *introduce a more balanced weight equilization for crews below 140kg and above 160kg (both currently underperforming on average as per statistics)*

Crew corrector weights (C.3.2 b):

changes

- lower the **minimum crew weight** from 150kg to **140kg**
- set the **maximum corrector weight** at **5kg**

Boat corrector weights (C.6.3 a)

Introduce a new rule

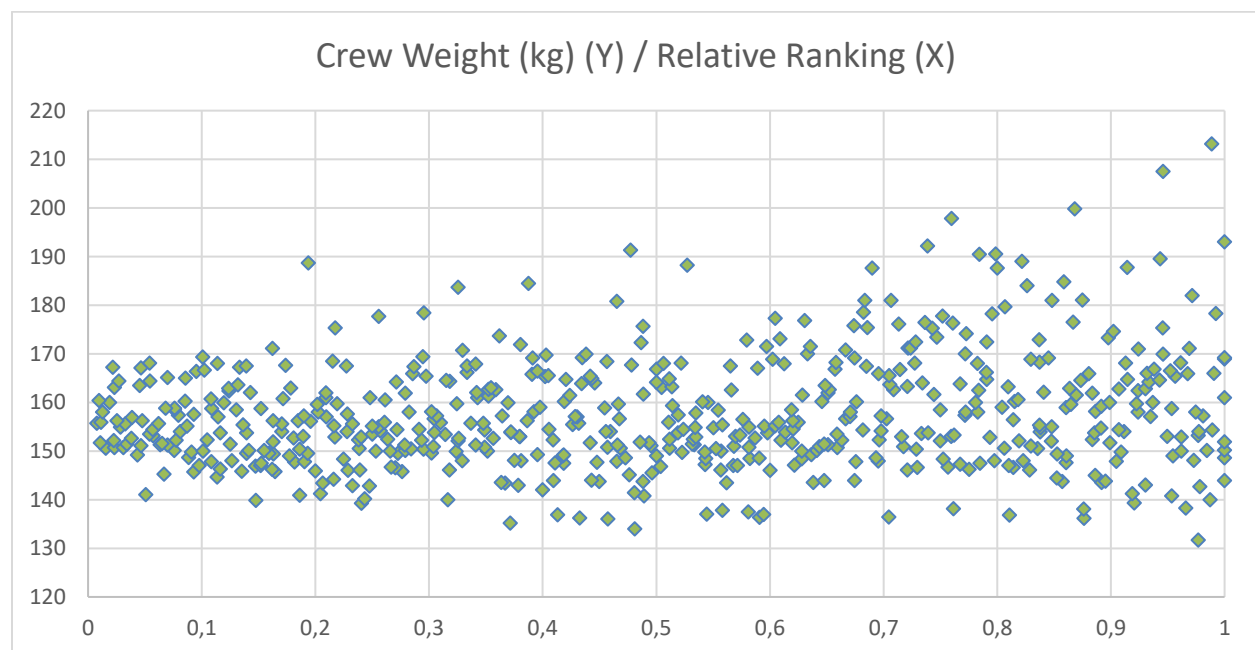
- Any weight of the **crew** in **excess of 160kg** will count towards **boat** extra weights

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Graph 1: Performances for crew weight brackets for 2017-2025 decksweeper mainsails



Graph 2: All individual scores 2017-2025 decksweeper mainsails



A first place ranking result (X-axis) shows on the left side of the graph, with numbers close to zero. A last place ranking result shows as a “1”, thus shows on the right side of the graph.