



2020 Technical Specification Proposals - Wording Revision

(2021.05.23)

- **Sail Window size proposal by Tomas Lindgren**

Original:

G14. "A window in the sail is required. The window may be any shape and placed in several sections.

Area	English		and	Metric	
	(sq. in.)			(sq. cm.)	
	Max	Min		Max	Min
	1000	100		6452	645 "

Change:

G14. "A window in the sail is required. The window may be any shape and placed in several sections.

Area	English		and	Metric	
	(sq. in.)			(sq. cm.)	
	Max	Min		Max	Min
	1250	100		8064,5	645 "

Reasoning:

A 25% increase in maximum window size would give the opportunity to greatly reduce blind-spots between the mast and in front of the sail window without sacrificing the running window. With increased forward visibility when the rig is bent out and the sail is set low on the mast, our sport would be significantly safer.

- **Self-releasing steering post-head by Peter Hamrák:**

Original:

None

Change:

Addition to I. Fittings: "The steering post head shall incorporate a safety feature to release the tiller forward upon impact to the skipper's body."

Reasoning:

One of the most dangerous situations in case of an accident is when the skipper falls on the tiller. Even with helmets it can poke or puncture many parts of the head or upper body during a crash or a sudden stop. Unfortunately, there have been accidents in the last few seasons in which the lack of this feature proved to cause several horrific injuries that could have been easily avoided.

The forward-open steering post-head is a widely used solution in the DN class but currently only on a voluntary basis. A "safety slot" or other mandatory solution that would allow the tiller to fall out on a harder strike or impact has proven to save skippers from these kinds of injuries and would make our sport significantly safer.