2026 EGM Resolution Submission Form for

Class Rules Changes

Submission close: 31st October, 2026

Member Details

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Country / National Association:	Australia
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Resolution Title

Resolution Nov'26 Five

Proposed Resolution

That the VX One International Class Association resolves to:

Discuss at the EGM, the following proposals for Event Regulations and Policies (ERP) and Rule Clarifications as input into the final recommendations by the Technical Committee and decision by the Executive Committee

ERP Item	**Existing**	**Proposed**	**Rationale/ Issues/ Pros/ Cons**
A.1 Entries A.1.3 (b) Crew Declaration Appendix	Is referred to in the ERP but was not provided	See Attachment at the bottom of this document as used in AUS and supplied to M Norris for NAs	Benefits in having a standard format that we get accustomed to using
C1 Race Management: C.1 2 and	C.1.2 For one-design class events, races should not be	C.1.2. For one-design class events, races should not be	***Rationale:*** Tim Pitts would like to see 26 knots mean and multiple gusts over 30

C.1.3 Wind limit guidance	*started* when the median wind speed is below 4 knots or exceeds 22 knots. It will remain at the discretion of the RC to abandon a race when any of these conditions persist. In exercising its discretion, the RC should consider gusts and wave conditions and that multiple gusts over 28 knots are not considered appropriate for VX One *racing*. C.1.3 If after the *start*, the median wind speed falls below 4 kts or exceeds 22 kts for a period of 15 minutes, it is recommended for the RC to abandon *racing*.	*started* when the median wind speed is below 4 knots or exceeds *24* knots. It will remain at the discretion of the RC to abandon a race when any of these conditions persist. In exercising its discretion, the RC should consider gusts and wave conditions and that multiple gusts over 28 knots are not considered appropriate for VX One *racing*. C.1.3. If after the *start*, the median wind speed falls below 4 kts or exceeds *24* kts for a period of 15 minutes, it is recommended for the RC to abandon *racing*.	knots, which was in the NA Rules; AUS rules were 22 knots and 28 knots respectively. Propose a compromise at 24 knots and 28 knots (gusts are a killer for the back half of the fleet) ***Pros:*** Main reason for increasing is to have fewer days/ times when the fleet cannot race. ***Cons:*** Not as friendly for the back half of most fleets, and especially class newcomers.
C.2 Scoring C.2.5	When ten or more races have been completed, a boat's series score shall be the total of her race scores excluding her two worst scores.	Delete and include the following instead: *If organisers wish to create a scoring system with an additional drop after 10, 12 or more races, that shall be done via the NoR and/or SI.*	Some North American members have proposed the class standard be two drops only after twelve races rather than after ten races. AUS historically uses two drops after ten races and the AUS Nationals are always 11 races. A review of other leading international classes shows that the VX One is an outlier in standardising two drops at any number of races. VX One is a robust boat, major regattas are usually using Race Sense which reduces unintended adverse events

			out of the sailor's control, so there is little argument to support the VX One to be an outlier in this respect. The NoR can always be used to add an additional drop if specific circumstances require.

VX One Crew Declaration and/or Request for Change

Sail Number:				**Date:**		
Race/ Reserve Day	**Nominated Crew Name - nominated at least 8 days before regatta start date**	**Nominated Crew Weights (kg)**	**Total Crew Weight (kg)**	**Proposed Substitute Crew Name**	**Proposed Substitute Crew Weights (kg)**	**Total Changed Crew Weight (kg)**
1 or entire regatta if same crew each day						
			0			0
2						
			0			0
3						
			0			0
4						
			0			0
5						
			0			0

Approved by ETC/ RC	Yes	No
Signed:		

Clarification #	Practice	Applicable Rule(s)	Interpretation/ Clarification
1	Using rings around each gennaker sheet that are then connected by shock cord or similar to retain the sheets		Not permitted. Use of shock cord alone is permitted as per CR C.6.2
2	Using tape to create a short "false deck" around the forestay/ furler to prevent ropes including tack rope and kite sheets being caught there	C.6.2 MODIFICATIONS, MAINTENANCE AND REPAIR (a) The use of shock cord or adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function of a permitted fitting.	Such a short "false deck" is a "fitting" or will "extend the function" of that fitting and is therefore not permitted.
3	Painting Aluminium keel extrusion	C.8.1 (a)	Not permitted. The keel bulb maybe painted after repair if the shape is not materially altered. Keel extrusion clear anodising may be reinstated as per original supply. Replacement keel extrusions are relative economical.
4	Painting masts, boom and other carbon items other than coating with clear UV protection (paint or film)	C.9.1 (b)	Not permitted.

Rationale

Decision-making on these issues rests with the EC. Input from the WC would be valuable

Impact Assessment

Strategic Impact:	Reflect current class thinking in ERPs
Financial Impact:	Nil
Governance / Rule Change:	☐ Yes ☐ **No**
Requires Constitutional Amendment:	☐ Yes ☐ **No**