

## Proposals from Norway for AGM 2012

- (E.4.4.a.1) Rudder fittings - rudder gudgeon - today's design is too weak. please allow for an updated design with 4 additional m6 bolts (one in each corner to help stabilize the gudgeon) minimal cost and great upside.  
In addition we request there will be designed and built "knees", to support the inside of the transom. There has to be two knees one on each side of the bolts. This will stiffen the area for the rudder gudgeons. The transom of the M24 is too soft and adds great loads on the gudgeons and rudder straps. New gudgeons and knees for the transom will solve this problem.
- ISAF & Snorkel - From time to time we make rules that alter the basic rules of sailing for example, one-turn penalty vs two-turn penalty. In the same fashion we would like to see the Melges class allow for a standard scuba diving snorkel to be used when cleaning the boat. Cost is negligible (max € 30) and benefits are great when doing the most boring job of sailing.  
We are not talking about long pvc tubes, generators, compressors and diving tanks.
- (C.9.7.a.7) "the cunningham may be led through the mainsail eye/block and tied on to the gooseneck fitting." please allow a block to be added on the gooseneck fitting as most boats run the cunningham through the mainsail eye and through the block mentioned and deadened on the lower sail gromet. Most mains are fitted with this gromet and allows the sails to be pulled down to the gooseneck before tentioning the cunningham/sail.



- (C.6.1) weight - "all batteries and power sources shall be removed" in case of reweight removing the solar power display for an instrument may not be possible. rule should read "all removable batteries and power sources..."  
The problem is non existing but I always fear the measurer that gets hung up in the wrong aspect of the rule.
- (C.7.2.a.5) "when pushing down hard on the hikinglines.... no part of the hiking line including padding shall touch the deck" but if one uses the hiking line pads should they be flat or vertical? Common sense should be flat but a measurer may foul the boat on this point.
- (C.7.2.a.1) rear gate, change to " one continuous piece + lashing" and increase deflection to 150mm. reasoning - 150mm deflection will allow the use of a shallow hook or shackle, the lashing will make it possible to adjust correctly. Remember that spectra stretches when wet, and shrinks back again when left to dry. The rule should include measurement method and amount of force applied. We have had measurers put their full weight on the line (90kg?) to take out the slack and the measure with aprox 15-20 kg downward thrust. We suggest that the thrust should be one

bucket of water (9L). It's unbelievable that this part of the rule should get this much attention, but I for one will not be happy if I get into trouble at a championship because of this.

- MastPad – for some reason the length of the mastpad became an issue at this years worlds. I do not see how having 3" longer mastpad is going to boost performance? Lets focus on the important issues, - please.
- My last point is that having a world championship without having any boats selected for full measurement is ridiculous. Some of the items inspected are not possible to do before an event. One example is the keel templates. Furthermore, the measuring of keel bulbs with the templates needs to be done at a certain angle. In Tallin many boats were found top have illegal bulbs, had to grind them down only to later hear that the measurer had performed the template check thw wrong way or the wrong angle.
  - 10% random check is great, either before registration completion deadline or just during the event.
  - Alternatively 10% of the boats should be published before the event, at the last 1-2 weeks before the start of the event.