

International Melges 24 Class Association

Technical Committee Meeting Report

4 November 2016 – Munich, Germany

Present:

Peter Göckel – Chairman
Jan Schmidt – Member Rep Europe
Antonio Cardona Espin – IM24CA Chief Measurer and Technical Advisor
Jens Wathne – IM24CA Chairman
Tomi Hakola – IM24CA Treasurer
Michael Good – Exec Comm member Rep Europe
Piret Salmistu – IM24CA Administrator

Via Skype:

Kevin Nixon – IM24CA Exec Comm Member Asia Pacific

Apologies:

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Decisions made by the Tech Comm according to the points in the AGM Agenda

1. Review of all Rule Changes on the AGM agenda
 - a. USMCA – **Hatch Boards**
 - i. Tech Comm supports the Class Rule Change with the following wording: **The boat may be sailed without the Companionway Hatch Boards.**
 - b. USMCA – **Modification to H.3 Re-Weigh**
 - i. Tech Comm does not approve the Class Rule change - common understanding was that any exception will create “open doors” to interpret the rule.
 - c. USMCA – **Backstay**
 - i. Tech Comm supports the Class Rule Change with the following wording in H.2. BACKSTAY:

STANDARD FITTING SPECIFICATION	DIMENSIONS	DIMENSIONS	PERMITTED MODIFICATION OR DIMENSION SPECIFICATION
1 or 2 cleats on brackets on each side tank for backstay control line			The backstay cleats may be placed within a box measuring 1900mm and 2150mm aft of the Measurement Beam and between the lower edge of the deck non skid and a line 180mm below this edge on the cockpit moulding.
1 block on deck eye on each side tank to lead backstay control line to cleat	Dia optional		Location optional

d. USMCA – **Lifelines**

- i. Tech Comm supports the Class Rule Change with the following wording: The hiking lines shall be tight at all times. The distance between the top of the bearing point of the lifeline straps and the deck shall be no closer than 10cm when a 5 kg load is placed at mid-span.
- ii. Regards to the penalty for breaking the rule: Tech Comm proposed to give a penalty in the first time and then the next penalty will be up to the Jury.

e. ITA: **Bowsprit**

- i. Tech Comm supports the proposal and agrees that the block can be replaced by ring or timble with the the following wording in the Class Rules H.2.
BOWSPRIT:

STANDARD FITTING SPECIFICATION	DIMENSIONS	DIMENSIONS	PERMITTED MODIFICATION OR DIMENSION SPECIFICATION
Eye bolt at outer end of bowsprit			
End block, ring or timble	Dia optional		
End block, ring or timble			The way to fix the tack is optional. The tackline shall be leaded through a optional fitting which shall be attached to a fairlead mounted along the bowsprit.

- 2. Review of the proposal to change Class Constitution on the AGM agenda
 - a. Tech Comm Chair: Additional Registration Fee
 - i. Discussion was held and the proposal was not so much supported by the Committee, but was agreed to bring to be discussed at the AGM.

5. Any other businesses

- Proposal/opinion received by UKR team – off the AGM Agenda (received after the submissions’ deadline)

- a. UKR: Unofficial motion - **reducing rudder weight**
 - ii. Committee found it important and necessary topic and shall be scheduled for next AGM.
 - iii. Measurement Form needs to be amended

b. Willii Gohl IJ and Jury Chair Europeans 2016: **Rule Change Proposal C2.2.**

During the event the jury was in doubt how to read Class Rule C2.2 together with H3. At an event like Continentals or Worlds, NoR and SI state that the class rules apply. This means that C2.2 applies. Why should in such a case C2.2 be stated specifically again in the NoR/SI?

Class rule H3 should be clarified: “Should a boat be found to exceed the maximum weight, she will be penalized by adding one point for each race of the day to her final total score - after discards - of the regatta for every kilogram over the limit.”

This sentence is hard to understand. The class rule should read something like:

“...she will be penalized by adding one point to her finishing place for every kilogram over the limit for each race of the day in which she raced and finished.

(Note: decimals shall be rounded 0.5 upward) Scoring abbreviation for such a penalty shall be SCP.”

- a. The proposal was discussed and agreed to bring as a motion from the floor to AGM with the following wording:
“Should a boat be found to exceed the maximum weight, she will be penalized as follows:
375>376 1 point
375>377 2 points
375>378 3 points etc”