

**Proposals from International Melges 24 Class Association  
Chairman Riccardo Simoneschi for consideration by the  
IMCA World Council AGM, 23 November 2013, Budapest,  
Hungary**

**Support boats:** We need to clarify and strengthen this rule to ensure that support boats **cannot:**

1. Support their teams with information at any time during the racing day.
2. Tow the boat out to or back from the racecourse.

The current rule allows a tow home and it also allows the coach boat to communicate verbally with the team but not come into physical contact or pass goods between boats.

There is a big push to keep costs down and make the style of our events more compatible and accessible for the "Corinthians", but to see big Protector chase boats towing a few lucky teams on a long and windy way back to shore really emphasizes a "them and us" division in the fleet.

**Stanchions:** The short stanchions should be mandatory from January 1st 2014 without exclusion. The height of the stanchion must be Min 350mm to Max365mm as provided by MPS. The hiking line must be tight with the minimum deflection possible without using special tools. The stern pulpit and stern pulpit line will remain the same.

**Crew weight limit:** if the decision is approved to cancel the crew weight rule the following must apply: on each owner's measurement certificate there must be a statement from the owner declaring whether he will be sailing with 4 or 5 persons. This declaration will be mandatory for him and his team from 1st Jan to 31st Dec of

every year and cannot be amended for any reason during that specific year.

When the owner's option is to sail with 5 crew, at least one member MUST be a Female. This cannot be amended as per the parameters for crew numbers above.

Reasons: there is a push to cancel the crew weight limit. As the optimal weight to sail the boat is probably slightly higher than the present 375 kg, the above proposal is the only way to make this change but avoiding teams playing with the number of crew members from event to event over a ranking series and also of assuring that the class will not lose its "pink quote" of competitors – one of the great strengths of the Melges 24. This will also keep open the possibility for a 4 or 5 person crew.

**Regulation 20:** ISAF Regulation 20 ( Advertising) must be mandatory for all the competitors and event organizers who must comply with the regulation precisely. This ISAF Regulation cannot be changed by the Notice of Race or the Sailing Instructions. Specifically the stern of the boats it is not available for either the jury or the event organizer to apply transom numbers or branding.

This is the only on Regulation 20 for now, but there may be additional points to be added later after the ISAF meetings.

**On the water judging:** to consider removing on the water judging from the compulsory requirements of the Regatta Regulations for IMCA World and Continental Championships. Also consider adding provision for the jury to conduct on the water hearings with helmsmen following the final race of a championship to speed up the decision making process (as they do at the Olympics).